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HONGKONG, MONDAY, JUNE 2ND, 1913.

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Hongkong, 1st January, 1913. [a46]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

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The Daily Press.

HONGKONG, JUNE 2ND, 1913.

ALTHOUGH the Parliament of China has been sitting but a short time, it is impossible to watch its proceedings without grave misgivings. We do not criticize it on account of defects in its machinery, nor because it has not been perfect from birth—this mistake is too often made in discussing Chinese institutions—but it is surely unreasonable to expect a country that is making its first essay in parliamentary rule and having its first experience of formal democratic Government to attain to perfection in those institutions immediately upon their inception. Our misgivings arise rather from the tendencies that are observable, and from the evident desire of some parties to thwart the PRESIDENT and battle the Government as much as possible. Exactly what they expect to gain by their obstructive and destructive tactics it is hard to see; jealousy of the domination of YUAN SHIH-KAI is undoubtedly the moving power, but no alternative candidate for the Presidency has as yet emerged, nor do the ranks of the known political leaders contain any obvious rival to him. Whatever happens, however, we do not think YUAN SHIH-KAI's candidature for the Presidency is in any danger, nor is there any likelihood of his being removed from the supreme position in the Republic for some time to come; even the bitterest of his opponents must recognize the immense value to the Republic of his personality, and that, if recognition by the Powers has been delayed for some

time with him as provisional PRESIDENT, his overthrow and the substitution of some sectional leader could only result in a still further postponement. His greatest political danger lies in the possibility that, after practically throwing on him the onus of establishing the Republic as an organic entity and exploiting his personality for the purpose of obtaining recognition, the extremists will consider that he has served their end, and combine to oust him. For the present, however, all parties in the Republic are aware of the esteem in which YUAN SHIH-KAI is held by Britain and other Powers, and, at all events until recognition has been secured, they will be anxious to preserve so valuable an asset in their international relations. It is this fact above all others that should make YUAN SHIH-KAI's position unassailable for the present, but the efforts that are being made to limit his authority and to frustrate his government will have an equally prejudicial effect. By this we do not mean that the PRESIDENT's powers should be unlimited and that he should be placed in a position of dictatorial authority; but no good can result from criticizing as dictatorial his actions at a time when he was unprovided with any efficient governmental machinery—with nothing but a National Assembly that could not muster a quorum—and consequently was compelled to act on his own initiative. That the powers of the PRESIDENT should be subject to limitations is obvious—equally so is it that the opposition of all the component parts of the governmental machine should be clearly defined, and it is from the Republic's failure to fulfil this condition that the present position has arisen. The casual and opportunistic way in which the government of the Republic has been conducted has largely sprung from the fact that the revolution of 1911 took place unexpectedly and before a coherent scheme has been devised, but, even so, since the Republic became an established fact there has been far too much delay over the settlement of the general outline of the Constitution. Hence it comes that the provinces are uncertain to what extent they will have the control of their own affairs, and their consequent jealousy of Peking. From the same cause arises the Parliament's jealousy of the PRESIDENT; and these internal disputes will of necessity continue until the instrument is produced. That the promulgation of the Constitution will bring with it the final settlement of the disputes between the central and provincial governments, or between the PRESIDENT and Parliament, is not to be expected: every party will inevitably find itself subjected to some limitation which it conceives to be unjust and unnecessary, and each party will still continue to strive to increase its powers at the expense of the others. The promulgation of the Constitution will, however, provide a basis from which some sort of settlement may be evolved: it will, presumably, be subject to modification by Parliament, but while finality in such an instrument is not to be expected or desired, definition is essential, and so an embryonic Constitution would be preferable to the present state of uncertainty. It is, at all events, to be hoped that the Constitution will provide for a large measure of provincial autonomy, for only so can the aspirations of the South and its dislike of subjection to the North be satisfied. We cannot regard the attitude of Canton with the disfavour which it finds in some quarters; rather, we think, it might be taken as a guide to the means by which the centrifugal forces in China may be countered. The powers now wielded by Canton are in no way inconsistent with the supremacy of Peking—they are small compared with those possessed by, say, Canada or the Transvaal and it cannot be urged that Canton's rule has been less efficient than that of Peking. China is too large to be administered as a democratic entity from one centre in the North, and any dissimilar tendencies will be best met by large measures of devolution, and by giving the provinces as wide a degree of self-government as is consistent with the ultimate responsibility to the world of Peking.

Col. C. W. R. St. John will address the meeting of the Hongkong Christian Union at St. Paul's College to-day at 5.30 p.m.

A woman living at Chung Po village, being scolded by her husband for not properly cooking the evening meal, committed suicide.

A Japanese school teacher lost his life recently at Ota through rushing into the burning school building to save a photograph of the Emperor.

At the reception to be held to-morrow at Government House mess dress will be worn by naval and military officers, and evening dress by civilians.

Mr. Bysack of the Hippodrome Circus has presented a cup as a prize for the mile race at the B.O.C. Sports on Tuesday.

In the Marine Court on Saturday P.C. Dyke proceeded against the master of the steam launch *Lee Pat* with using his steam whistle for other than navigation purposes. The Harbour Master fined defendant \$10.

Before Commander Basil Taylor, R.N., at the Marine Court on Saturday, Capt. Innes, of Messrs. Butterfield & Swire, charged the master of the steam-launch *McC Lee* with lying alongside the Murray Pier in such a manner as to cause obstruction to other vessels. A fine of \$10 was imposed.

Mr. J. D. Lloyd, who a few months ago was appointed Assistant Postmaster-General, but has been retained in the Registrar-General's Department, has now been provisionally appointed Second Assistant Registrar-General, and Mr. M. J. Breen has been provisionally appointed Assistant Postmaster-General, both appointments dating from April 19th.

Notice is given in the *Gazette* that Chinese emigrants will from 1st July, 1913, be prohibited from entering into written contracts to labour in the Straits Settlements, Malay States or British North Borneo, and that all written contracts made prior to that date by Chinese emigrants for labour in the aforementioned places shall by that date lapse.

The Rt. Hon. James Bryce, who recently retired from the post of British Ambassador to Washington, is spending some little time in the East. After spending a few days in Japan he proceeded to Shanghai. Thence he goes, *via* Hankow, to Peking, where he is expected to stay for some time. Then he will visit Mukden, whence he returns to Japan by way of Korea in July. Mr. Bryce will then stay in Japan for about a month, and continue his journey to England, *via* Siberia, leaving Vladivostok on August 6th.

Some correspondence between H.M. Minister in Peking and the Consul-General in Canton is published in the *Government Gazette* for general information. The first letter relates to contracts for the purchase of munitions of war. It is pointed out that evidence of the consent of the Chinese Minister of War is required to render legal any such contracts. The second circular relates to foreign loans. The Chinese Government declines to recognise any loans by public or private bodies in any part of China from foreign merchants, in which railways or mines which are the property of the State are given as security, without the consent of the Central Government having been obtained.

The writer of an article entitled, "To London *via* Eastern," appearing in the *Singapore Free Press*, says of Hongkong:—"So far as I could judge the unfixed dollar in Hongkong will buy considerably more than the 2s. 4d. dollar in the Straits. Certainly as regards such things as meet the eye of the tourist it goes further. Hotel charges are lower, such things as I bought in shops were cheaper, and richer fare very much lower. I gathered that except as regards house rent, which of course depends on considerations which have little or nothing to do with exchange, the cost of living is much lower in Hongkong than in Singapore. Can it be that the 2s. 4d. dollar has failed to confer one of the chief benefits promised? Has it increased the cost of living instead of diminishing it? If so, who has been benefited by it?"

THE VICTORIA THEATRE.

Mr. Henry Dallas' triple bill for the last two performances of the company (to-night and to-morrow) will be particularly attraction. Two of the most successful one-act pieces played in London for some time past will be added to the programme. "The Peacemaker," a pretty little comedy, had a long run in London, at the Apollo Theatre, and "Feed the Brute" is regarded as one of the best music-hall sketches of the day. It was originally booked at the London Coliseum for a month. It remained there for three months and has since paid two return visits. It is also being played in every important music hall in the provinces. Four new films will be shown on the cinematograph each evening.

On the opening night of the Dallas Company at the Victoria both the audience and the Company suffered badly from the noise of the tram cars. Since then the authorities of the Tram Company have courteously instructed their drivers to slow down on passing the Theatre during the performance, so that the players can now be heard distinctly in every part of the house.

A HAPPY VALLEY NUISANCE.

Mr. F. B. L. Bowley pursuant to notice will ask at the meeting of the Sanitary Board to be held on Wednesday:—

1. Will the Head of the Sanitary Department inform the Board whether it is necessary to continue to permit the dumping of rubbish on the unsightly piece of waste Crown Land surrounding the public convenience near "Le Calvaire" in the Happy Valley?

2. If yes, is it beyond the joint powers of the Sanitary Department, the Public Works Department, the Botanical and Forestry Department and the Captain Superintendent of Police to fence the waste, plant a screen of trees between it and the road, and prevent muck-rakers from frequenting this happy hunting ground in defiance of the law forbidding trespass on Crown Land?

LAWN TENNIS.

KOWLOON C.C. TOURNAMENT.

The Championship round was concluded by Hunter's victory over Beattie, the sets being 6/0, 6/0 and 6/2. Hunter now meets Green, the holder of the club championship.

"B" Class Singles Handicap.—The semi-final rounds in this event have been played. Wolf (owes 3/8) beat Railton (owes 15) 6/3, 6/4; and Macaskill (owes 30) beat Mead (owes 15) 6/3, 6/4. Wolf and Macaskill meet in the final.

"C" Class Singles Handicap.—Rouse (owes 15) beat Cope (owes 15/2) in the semi-final by 4/6, 6/0 and 6/1. The winner meets Biermann (ser.) in the final on Tuesday, 3rd inst.

Doubles Handicap.—Brown and Weaver play Railton and Jack, and the winning pair meet Abraham and Stevens. In the 3rd round Wolf and de Rome are to play Curwen and Elson; Edwards and White to play Macaskill and Brown.

THE HIPPODROME CIRCUS.

The Hippodrome Circus and Menagerie, of which the well-known Col. Bob Love is the touring manager, has arrived and opens to-night at Causeway Bay. This Circus has been performing in the East for many years and the reputation it has acquired for its large patronage whenever it visits Hongkong. The advertisement on page 4, to which we refer our readers, announces that there are 30 European artists, "culled from the world's greatest shows," and a veritable zoo of performing wild animals. Matinees are announced for every Wednesday and Saturday and seats may be booked at Robinson's.

THE MAGISTRACY.

Inspector McDonald before Mr. Melbourne charged a Chinese with being found in the servant's quarters of St. John's Cathedral. Previous convictions were proved against this prisoner. Two other men were similarly charged. The first defendant was fined \$25, and the others \$2 each.

At the Magistracy on Saturday, Mr. F. A. Hazeland heard an application by Mr. Russ for the re-hearing of a case in which a Chinese was fined \$250 on the previous day for unlawful possession of arms. The Magistrate granted the re-hearing, and fixed the hearing of the case for next Friday.

STEAMER CAPSIZES AT BANGKOK.

FIFTY-FOUR MISSING.

A terrible disaster occurred at the Bar of the Bangkok river on the night of the 22nd ult. by which it is feared some fifty-four people lost their lives. As far as can be ascertained, says the *Bangkok Times*, the coasting vessel *Bangkok*, belonging to Phya Mahai and duly licensed by the Harbour Department, left Bangkok on outward bound for west coast. There were in all some forty-nine passengers and a crew of eleven on board. All went well until the vessel had crossed the bar. There was no wind, but a big swell, and according to the narrative of the captain, who was rescued, it was an order of the commodore that led to the vessel capsizing. It is said that the passengers were suddenly ordered to move from the starboard to the port side of the vessel and such was the effect that the ship capsized forthwith. This was about midnight.

The *Cormorant* inward bound early the following morning noticed people in the water, and immediately took steps to rescue them. The captain of the *Bangkok*, who was supporting himself with a life-buoy, was picked up by means of the *Cormorant* and a boat had to be lowered to pick him up. He revived somewhat after treatment on board the *Cormorant*. Two other men, whether passengers or crew is not yet known, were seen swimming from the lighthouse and rescued by a boat sent from that place.

The unfortunate people had been in the sea for at least five hours before being rescued, and the saving of four who were without life-saving appliances of any kind must be largely attributed to their powers of endurance. The *Cormorant* cruised round in the neighbourhood for fifty minutes in the hope of picking up others of the shipwrecked before coming on to Bangkok.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BALKAN SITUATION.

PEACE SIGNED.

The Peace Treaty was signed at St. James' Palace, London, on Friday.

Sir Edward Grey addressed the delegates and expressed the King's satisfaction and congratulations. He trusted the step would be regarded by them all with satisfaction and relief, and that this feeling would be shared by the other Powers who remained neutral but who desired to see peace restored in the interest of the tranquillity of Europe. "We are all aware," added Sir Edward, "that questions still remain to be discussed before a complete settlement is reached, but we trust the conclusion of peace will facilitate these matters. It will certainly increase the goodwill of the other Powers towards you. As one who has been in frequent and friendly communication with you, and whose sympathy is quickened by the knowledge of your difficulties and anxieties, I earnestly hope that peace will result in complete tranquillity and enable each to repair its resources, develop its territory and secure the welfare of its people."

The actual signature to the Treaty occupied only a few minutes, but a discussion on the various appendices and protocols lasted half an hour. A proposal by Dr. Daneff that the Treaty should apply immediately, not waiting for ratification, was rejected by the other Allies, but the Bulgarians and the Turks signed an annex to this effect.

OPPOSITE VIEWS.

Dr. Daneff, interviewed by a Reuter's representative, said he anticipated such commercial development that the foes of yesterday would enjoy a friendship resting on a foundation more solid than was generally supposed.

The Greek delegate, M. Skuludis, was also interviewed by Reuter. He declared that so many questions had been left open that the commercial development expected as the result of the war would be delayed.

THE FUTURE OF ALBANIA.

A Conference of the Ambassadors was held on Friday, and although nothing definite was decided, it is understood that they looked with favour upon the appointment of a High Commissioner for Albania. The progress of the settlement of the Albanian and Aegean questions was so hopeful that the Ambassadors expect to finish their labours in the course of the present month.

ITALY'S CONGRATULATIONS.

Congratulatory speeches were made in the Chamber at Rome upon the conclusion of peace and a proposal to telegraph to Sir Edward Grey the Chamber's congratulations upon the success of his indefatigable efforts was received with cheers.

The President of the Chamber asked the Foreign Minister to convey to the British Government their admiration of the work of the eminent statesman.

ROUMANIA AND BULGARIA.

A Bukharest telegram states that at the conclusion of secret sittings the Chamber authorised the Government to carry out the terms of the agreement with Bulgaria.

BULGARIA AND THE "INTEGRITY OF THE OTTOMAN EMPIRE."

A message from Sofia states that the semi-official journal *Mir* says that Bulgaria's future duty is to act as a zealous defender of the integrity of the Ottoman Empire.

AN UNFORTUNATE POLITICIAN.

A Constantinople message states that Kiamli, former Grand Vizier, arrived from Egypt and the police informed him that his presence was undesirable, and that he must leave. Eventually he was permitted to proceed to his residence in Stambul, where he is practically a prisoner, and leaves to-morrow for Smyrna. The action of the authorities was strongly criticised as impolitic and a sign of weakness.

[THROUGH REUTER'S AGENCY.]

ANTAGONISTIC ALLIES.

Colonel Dousmanis, Chief of the Greek General Staff, has been instructed to confer with the Bulgarian General Ivanoff regarding the line of demarcation of the respective forces.

Reuter's correspondent at Salonika wires that the Serbian Crown Prince reviewed 100,000 Serbian troops which have freshly concentrated at Veles.

Large forces of Bulgarians from Adrianople and Chatalja are concentrating at Negrita and Lachana, it is believed, with a view to an attack on Salonika.

Reuter's correspondent at Sofia telegraphs that the semi-official newspaper *Mir* states that as the recent statement of M. Pasic, the Serbian Premier, leaves little hope for a friendly Serbo-Bulgarian agreement, the projected interview between the Serbian and Bulgarian Premiers will probably not be held.

Dr. Daneff, the Bulgarian Delegate in London, and M. Theodoroff, the Delegate in Paris, have been ordered to return to Sofia as soon as possible.

A telegram from Sofia says that a more hopeful feeling exists as to the settlement of the Serbo-Bulgarian differences.

A meeting between M. Guechoff and M. Pasic has been definitely arranged to take place on the frontier.

According to a message from Athens, M. Venizelos has conferred with the Bulgarian delegate, M. Saratoff. The former urged that it was time for the Allies to settle their differences by means of mutual concessions. If agreement was impossible, then the parties should resort to arbitration.

NEW GERMAN LOAN.

LONDON, June 1st.

The M50,000,000 German and the M175,000,000 Prussian loans at 4 per cent. have been issued at 97.90. They are exclusively for reproductive purposes, and particularly for railways.

CANADIAN NAVAL BILL.

REJECTED BY SENATE.

OTTAWA, May 31st.

The Senate has rejected the Navy Bill by 51 votes to 27.

In the opinion of the Conservative party, there will be no election this year. The Government will probably evolve a scheme of reform, and bring in a Redistribution Bill, and perhaps appeal to the people in a year or two on the issue of the reform of the Senate and Canada's participation in the naval defence of the Empire.

The London papers recall Mr. Winston Churchill's speech in March, when he said that the Canadian ships were absolutely necessary, and assume that the Admiralty will now lay down three Dreadnoughts.

BRITISH MINISTERS' MOVEMENTS.

LONDON, June 1st.

Mr. Asquith and Mr. Churchill have proceeded from Marseilles for London.

SCOTTISH HOME RULE.

LONDON, May 31st.

The House of Commons has passed the second reading of the Scottish Liberals' Home Rule Bill by 294 votes to 109. Mr. McKinnon Wood expressed the Government's approval of the measure in principle, while not committing itself to details.

GERMAN CRUISER AGROUND.

BERLIN, May 31st.

The cruiser *Blucher* went aground on Friday night in a thick fog near the Great Belt. Efforts by German warships to pull her off were not successful. Her position is not dangerous, as she is on soft sand.

ST. ANDREW'S GOLF CHAMPIONSHIP.

LONDON, May 31st.

In the final of the St. Andrew's Golf Championship, Harold Hilton beat Robert Harris by 6 up and 5 to play.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AN UNFOUNDED RUMOUR.

LONDON, May 31st.

The Times correspondent at St. Petersburg states that King George, while in Berlin, accepted an invitation to visit the Czar, possibly at the end of June. It is believed that His Majesty will go to Kronstadt in the Royal yacht, and if he lands it will be the first visit of a British sovereign to Russia.

Reuter learns that there is not the slightest foundation discoverable for the report that the King is going to Russia. President Poincaré's visit in June would make it impossible. Nothing is known at Buckingham Palace of any plan for a Russian visit.

THE ALTRINCHAM ELECTION.

LONDON, May 31st.

"Flation" is a mild term with which to describe the feelings of the Unionists over the result at Altrincham, which is variously described as an encouragement to Ulster, a breach in the Northern citadel of Free Trade, a revolt against the Insurance Act and an expression of general discontent at the policy of a tottering Administration. None expected such a majority as the successful candidate secured, as the Labourites were working for the Liberal.

The increase of 3,000 in the electorate since 1900 is emphasised by the Liberals, who point out that the politics of these additional votes was an unknown quantity. They also declare that Mr. Hamilton, the Unionist candidate, declined to fight on the question of Tariff Reform, and hence Free Trade was not an issue, while the electorate was probably affected by the militant Protestantism of the country. Moreover, as with the labourers at Newmarket, so with the clerks of Altrincham, they stampeded, by way of revenge on their employers, against the Insurance Act.

THE LIBERAL REPLY.

Sir J. A. Simon, the Solicitor General, speaking at Oxford said the Liberal reply to Newmarket and Altrincham must be a prompt and bold advance all along the line. The time had arrived to tackle the task of raising the level of underpaid labour.

ENGLISH COUNTY CRICKET.

LONDON, June 1st.

Kent defeated Northants by 10 wickets. Yorkshire drew with Cambridge University.

Warwick drew with Surrey, and claimed the points.

Gloucestershire gained the points in a drawn game with Sussex.

INTERNATIONAL POLO.

BRITISH TEAM'S FINE DISPLAY.

NEW YORK, June 1st.

The British polo players played the fastest and most brilliant game since their arrival when they beat a strong scratch team on the Piping Rock ground by 17 goals to nil.

The American polo player Milburn was injured in a practice game at Meadowsbrook. His pony tripped over the mallet, and kicked Milburn on the head. He was carried to the Club-house in a barely conscious condition.

THE DERBY.

LATEST BETTING.

LONDON, May 31st.

Vulcan was scratched at five o'clock on Friday.

The latest betting on the Derby, to be run on Wednesday, June 4th, is as follows:—

| | | |
|----------|---------|---------------------|
| 5 to 2 | against | Craganour. |
| 5 to 1 | " | Shogun. |
| 7 to 1 | " | Nimbus. |
| 9 to 1 | " | Louvois. |
| 20 to 1 | " | Day Comet. |
| 25 to 1 | " | Great Sport. |
| 20 to 1 | " | Prue. |
| 25 to 1 | " | Bachelor's Wedding. |
| 25 to 1 | " | Radiant. |
| 100 to 3 | " | Sun Yat Sen. |
| 100 to 3 | " | Harry of Hereford. |
| 50 to 1 | " | Rock Flint. |

THE SUICIDE OF AN AUSTRIAN COLONEL.

VITAL SECRETS SOLD TO RUSSIA.

VIENNA, June 1st.

It is believed that Colonel Redl, the officer of the General Staff who committed suicide on the eve of his arrest for selling secrets to a foreign Power, has betrayed vitally important military secrets to Russia. He was especially entrusted with the detection of espionage and it is stated that a further arrest has been made, and that others are expected.

The conduct of the military authorities, virtually compelling Colonel Redl to commit suicide, is sharply criticised on the ground that the trial might have revealed important clues and brought to light his accomplices.

Redl's espionage is believed to have been going on for 14 years.

SUSPECTED SUFFRAGETTE OUTRAGE.

LONDON, June 1st.

A signal-box near Wendover has been burnt down. It is supposed to be the work of Suffragettes.

A cardboard box, filled with cotton wool and rags, soaked in oil, was found in a room in the Royal Academy. A number of burning wax tapers was tied to the box. The outrage is attributed to the Suffragettes.

MRS. PANKHURST AGAIN RELEASED.

LONDON, May 31st.

Mrs. Pankhurst, the Suffragette leader, who was re-arrested a few days ago for a breach of the licence under which she was released from prison after her "hunger strike," has again been released and has been removed in an ambulance. It is stated that her condition is serious.

VOLUNTARY SYSTEM A NATIONAL SERVICE.

LONDON, June 1st.

There have been various criticisms of the projected debate between Colonel Seely and Earl Roberts from different standpoints. It has now been decided that Lord Roberts will dine at the Eighty Club, and the War Minister will propose his health.

THE KING AND QUEEN AT THE OLYMPIA.

LONDON, June 1st.

Their Majesties the King and Queen visited the Naval and Military tournament at Olympia, and witnessed displays and competitions, including the officers' jumping competition for the King's Cup. The King presented the cup to the winner, Colonel Kenna, V.C.

NEW GOVERNOR OF NYASSALAND.

LONDON, May 31st.

The Hon. Mr. George Smith, C.M.G., Colonial Secretary of Mauritius, has been gazetted Governor of Nyassaland.

INTERNATIONAL ARBITRATION.

WASHINGTON, May 31st.

Mr. Bryan has announced that Great Britain and France, Italy, Russia, Sweden, Norway, Brazil, and Peru had responded favourably to his peace plan, but had asked for details. No nation had replied adversely, though some requested time to consider the matter.

THE MURDER OF A SUBADAR AT SHAMEEN.

CONDEMNED MAN GIVEN LEAVE TO APPEAL.

As a result of the interesting point raised by Mr. F. C. Jenkin (Counsel for the defence), that the Court had no jurisdiction, in the case at the Criminal Sessions in November in which an Afghan Sepoy, named Ibrahim, serving in the 126th Baluchis, was charged with the murder of the Subadar of his Regiment while stationed at Shameen, a telegram has been received stating that the Privy Council has granted leave to Ibrahim to appeal in forma pauperis.

It will be remembered that the jury disagreed in the first trial of the man, but he was found guilty by a second jury. The Chief Justice sentenced the man to death, but stayed the execution of the sentence until his Majesty's pleasure was known.

RANDOM REFLECTIONS.

With the advent of June bathing becomes more general, and the various wharves are now crowded in the evening by companies of people waiting for launches. Cherry brandy and ammonia are still found among the up-to-date parties.

Considering the number of people who use the elevators in the larger buildings in the Colony, it might not be out of place to inquire what supervision, if any, is exercised over lifts in Hongkong. I heard the other day that an elevator dropped from the second floor of a certain building to the bottom, but fortunately the emergency brake obviated the nasty smash that might have been anticipated. Other stories of lifts stopping in lofty regions have been told of late, and the question naturally suggests itself: How often are these means of transit tested and how often are they examined by any Government official?

Everybody remembers how the great conjurer a year ago was held up in a lift in the Hongkong Hotel Mansions, and not long ago some very weighty members of the community in putting in a belated appearance at a company meeting explained that the lift had refused to act. This proves that defects are constantly manifesting themselves in the mechanism and consequently the public should have some assurance that the lifts are "safe."

In a letter which appeared in the Daily Press a few days ago reference was made to the heavy weights which chair coolies have occasionally to carry. Might it not be fair when a corpulent individual, who turns the scale at about twice the weight of an ordinary man, attempts to enter a lift that he should be compelled to wait for a special trip on his own? To have one or more such men entering a lift with two others of ordinary weight means that the lift is carrying more than it is intended to carry.

The British mails continue to reach the Far East via Siberia with annoying irregularity, despite the many complaints which have been sent Home by the Postal Authorities in Hongkong and other China ports as well as by the Japanese Postal Department. Some of the trains by which mails are conveyed across Siberia seem to be abnormally slow. Many people, for instance, are still awaiting the arrival of a mail dispatched from London more than five weeks ago, though I learn that the official advice received by the local Post Office do not show any bags to be missing. It is nevertheless a fact that the mails via Suez have brought duplicates of several letters, the originals of which were posted to go via Siberia, and those originals have failed to turn up yet.

Touching the subject of mails, I learn that the British Postmaster-General has recently made a change in the dispatch of the mails which used to come East by the French mail steamers. Instead of sending these mails—now consisting chiefly of newspapers, so far as the Far East is concerned—to the port of Marseilles to catch the M.M. liners, they are now being sent to Bombay via Brindisi. They are conveyed across India to Negapatam, and thence by steamer to Penang or Singapore, where they will arrive, as a rule, in time to catch the German mail steamers eastward bound. This happened last week, for the first time. A gain is thus made of four or five days in transit. For many years the British mails via Suez have been brought by the P. & O. and the M.M. steamers. In future we may expect them by the P. & O. and the German steamers; but how did it happen, I wonder, that yesterday's French mail brought some British mails to Hongkong?

The introduction of legislation in the Legislative Council for prohibiting the circulation of Chinese subsidiary silver coinage will be received with pleasure by those who have held it to be a disgrace that so much foreign money should be current in a British Colony. The Chinese traders have anticipated this action for some time, and I understand that provided a fair time be given for the completion of contracts on existing bases there is not likely to be any great objection to the Ordinance. It is

suggested that the measure should not come into operation until after the next China New Year and the Dragon Boat festival, the two great settling days among the Chinese. There is every reason indeed to believe that the change will work as smoothly as the suppression of the Chinese copper coinage last year.

It is satisfactory to observe that the garden plot in front of the Law Courts has been turfed and is now being laid out in parterres of flowering plants to vie with the Bank's garden plot opposite. But how long is the "finest site" opposite the Club to remain a sorry contrast to these neighbouring beauty spots? The Government, if I remember rightly, declined to turf this plot because it would cost too much. Now "things rank and gross in nature" possess it merely. Weeds are growing there two feet high. It is, I understand, through the personal interest of H.E. the Governor that so much has been done during the last six months or so to beautify the hillside on either side of the Peak Tramway, and I feel sure if His Excellency were to see the neglected state of the "finest site" in contrast with the trim condition of Royal Square, on which it abuts, he would give directions for some improvement to be made there while the plot is a begging for a purchaser.

Writing of flowers and gardens reminds me of a further suggestion in regard to the removal of the Clock Tower. It is that if the Government creates an "island" there, as suggested by Mr. Shelton Hooper, it would be an ideal place for the flower sellers who now congregate in Wyndham Street.

A recent announcement in the Gazette has created a good deal of talk relative to the qualifications or rather disqualifications for the office of Justice of Peace in the Colony. The purport of it all may be summed up in the question: Is that all the revision that is deemed to be necessary?

The General means to have us up early to-morrow if we wish to see the parade on the Cricket Ground, in honour of the King's Birthday. Those participating have to be on the ground at 7.30 a.m., and the public cannot afford to be much later.

THE DERBY.

The near approach of the Derby (which is run on Wednesday) makes the following notes on the Two Thousand by the well-known Sporting writer "Uno" of interest.

"There was an intensely exciting finish for the Two Thousand Guineas, and Mr. W. Raphael's Louvois beat Mr. Bowor Ismay's Craganour by a head. The two-year-old colts of 1912 which stood out alone were Craganour and Shogun, and Craganour had always shown himself to be the better. The two met for the first time yesterday as three-year-olds, the result was the same. Craganour, in each one of the two-year-old races referred to beat Shogun by three lengths, no more and no less. Craganour appeared to have made up his mind that whenever he met Shogun the point of flesh he demanded was centred as 'three lengths.' The form worked out almost true to an ounce yesterday, when Shogun, pulling up, was some five lengths behind Craganour, who for the third time in his life was filling second place. Mr. Ismay's colt was beaten at Goodwood as a two-year-old by Rock Flint, and at Liverpool as a three-year-old by Flippant. These three animals, Rock Flint, Flippant, and Louvois are the only animals which have ever beaten him.

"I said to Saxby, 'Is there anything you would care to say about the race?' Saxby said, 'I won by a length, and was frightfully pleased, and the boy running to lead the horse back asked me what had won, and I said, 'We have won,' and he was as pleased as I was. Then somebody came and said No 12 was in the frame. My number was No. 5. I always make a point of looking to see what my number on the race card is before leaving the paddock. My feelings were that I had had some bad luck in my time, but that this was unnatural.' I interrupted Saxby to ask, 'Do you mean that if you had known there was another half-length or length to make up you could have done it?' Saxby answered, 'Not that at all. I had been asking the horse to do everything he would put in. He could not have done any more. All I am saying is that I felt certain we had won.'"

As far as appearance went Shogun was unquestionably the king of the paddock. He was sweating and was fretful, but this was nothing. Fairy King, who, like Craganour, is a son of Desmond, is a coarse horse, which Craganour is not. Shogun is all quality with a freedom and range about him which is indescribable. Louvois' victory, I believe, was entirely unexpected, and he carried not more than a few sovereigns of stable money, these odd sovereigns being invested on the chance of success, but as his trainer, Dawson Waugh, said to the writer, 'He is a son of Isinglass, and you never know what Isinglass's sons are going to do.'"

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SHANGHAI.

THE NEW EASTERN CABLE.

REDUCTION IN RATES.

Some particularly interesting information concerning the new partially laid cable between Ceylon and the Far East direct—which is to be extended during the course of the next nine months or so to Aden and through the Red Sea to Suez to join the Mediterranean cable from Alexandria to Gibraltar laid some months ago—was given to a representative of the Times of Ceylon on May 15 by Mr. J. E. Adamson, who is at present in charge of the Eastern Telegraph Station in Colombo.

It will be remembered that, a few days ago, the end of the cable from Penang—which is eventually to be carried to Singapore and as far East as Hongkong—was brought ashore at Colombo by the cable ship *Colonia*. As soon as the cable end was landed here, said Mr. Adamson, we were ready to transmit messages to Penang, but the arrangements here for the transmission and receipts of messages are merely temporary. However, negotiations are at present proceeding in London and in Ceylon concerning the charges for cablegrams by the new route, and we are waiting until these are complete before we inaugurate the service between Ceylon and Penang. The idea of the negotiations is to obtain a reduced tariff for Ceylon and to equalise the rates between India and the Far East and Colombo and the Far East.

At the present time messages from Colombo to the Far East have to be sent via Madras and, naturally, the cost of transmission from Colombo to the Far East is considerably more than from Madras to the Far East, for the simple reason that Colombo users have to pay for the use of the Colombo to Madras land line. When the new cable from Colombo to Hongkong is complete, messages will be transmitted direct and, if the present negotiations are successfully completed, the cablegram charges from Madras and Colombo, respectively, and the Far East will be equalised.

This will naturally mean a big reduction in the rates from Colombo to the Straits Settlements and beyond. Speaking roughly I should say the saving would be about three pence or four pence per word to the Far East.

Mr. Adamson added that the Ceylon Government would continue to take in traffic at their own counter as formerly and would pass it on to the local office of the Eastern Telegraph Company for transmission. At the present time the company is very much pressed for office accommodation in Colombo, but this disadvantage, it is hoped, will only be a temporary one.

COMPLETING THE CABLE.

Following the completion of the Penang to Colombo section of the cable the *Colonia* has now returned to England to fill up with cable. She will probably return to the East at the end of next month to lay a further section from Penang to Singapore and Hongkong. This completed, she will again return to England to re-fill with cable, and will then proceed to lay the Aden to Colombo section, which, it is expected, will be completed in December. When the Red Sea section from Aden to Suez has been laid the new cable will constitute an entirely new route east from Gibraltar to Hongkong, for the *Colonia* has already laid a Mediterranean cable from Alexandria to Gibraltar.

Before the cable is actually laid a vessel is sent out to take soundings for depth and for temperature at the bottom of the ocean, as well as to take samples of the bottom. This was done in the case of the Penang to Colombo cable, and the results are most satisfactory. Starting from Colombo to Penang the depth 2 miles out was six fathoms, but this dropped to 30 fathoms, then to 1,100 fathoms and from that to 2,200 fathoms. The bottom continued at this depth for some hundreds of miles, but gradually rose again as the shore was approached.

On the other side, from Aden eastwards, the results of similar preliminary investigation have been equally satisfactory. Leaving Aden and passing Cape Guardafui the bottom slopes down to a depth of 2,500 to 2,600 fathoms. However the water got shallower again near the Islands. The temperature at the bottom was 35 degrees Far—almost freezing point. The bottom, in this case, was practically white clay all the way without any rocks. Experts think the nature of the bottom and the depth of water on both sides excellent, and the opinion has been expressed that there should be no trouble at all with the cable for many years to come.

LEASEHOLDERS' RIGHTS IN JAPAN.

QUESTION IN HOUSE OF COMMONS.

In the House of Commons, on the 28th April Mr. Adlam, Under Secretary of State for Foreign Affairs, replying to a question by Sir J. D. Rees, said:—

The question of perpetual leases in Japan has formed the subject of communication between the British and Japanese Governments for some years past. The Japanese Government complied with the direct decision of the Hague award, but they have not accepted the views held by the British, French, and German Governments as to the indirect consequences of that award. Negotiations are, however, proceeding with a view to arriving at a permanent settlement of the honourable member's question. As regards the latter part of the honourable member's question, I have received a report from His Majesty's Ambassador at Tokyo that the Yokohama Municipality had levied municipal business and income taxes on certain British and other foreign firms owning premises built on perpetual leasehold lots, on the ground that such firms being registered as Japanese ordinary partnerships are subject to the same taxes as individual Japanese. The matter has been brought, however, to the notice of the Japanese Government by His Majesty's Ambassador.

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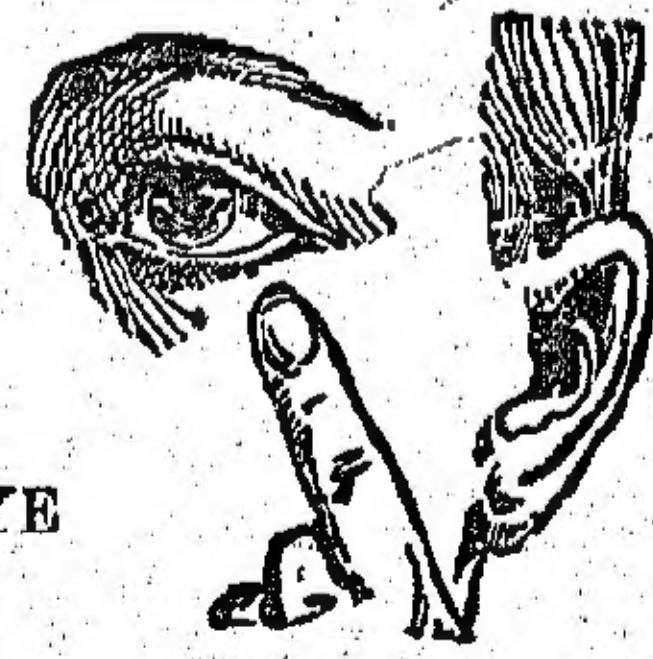
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NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 2nd day of June, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Pokfulam Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale | Locality | Boundary Measurements (Approximate) | Contents in Acres | Area in Acres | Annual Rent | Upset Price |
|-------------|---|-------------------------------------|-------------------|---------------|-------------|-------------|
| 1 | Lot 1, Pokfulam Road, No. 13 and 14, Pokfulam Road. | 170 feet by 170 feet | 0.01 | 1.30 | 10,000 | 60 |
| | | | | | | 1738 |

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 2nd day of June, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Taiipo, in the New Territory of Hongkong, for a term of 75 years, commencing from the 1st day of July, 1898, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 24 years less 3 days.

PARTICULARS OF THE LOT.

| No. of Sale | Locality | Boundary Measurements (Approximate) | Contents in Acres | Area in Acres | Annual Rent | Upset Price |
|-------------|---|-------------------------------------|-------------------|---------------|-------------|-------------|
| 1 | Lot 1, Taiipo Road, No. 1, Taiipo Road. | 100 feet by 100 feet | 0.01 | 1.00 | 50 | 100 |
| | | | | | | 1739 |

G. R. PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of June, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

| No. of Sale | Locality | Boundary Measurements (Approximate) | Contents in Acres | Area in Acres | Annual Rent | Upset Price |
|-------------|---|-------------------------------------|-------------------|---------------|-------------|-------------|
| 1 | Lot 1, Kennedy Road, No. 1, Kennedy Road. | 1,700 feet by 1,700 feet | 0.01 | 1,300 | 1,000 | 1,300 |
| | | | | | | 1740 |

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHUN SANG."

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 2nd inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be countermanded by JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 31st May, 1913. 174

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any wharf: frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities. 45

ADVERTISEMENTS

WANTED FOR SHANGHAI.

SECRETARY for the CHINA COAST OFFICERS' GUILD.
Apply by letter only—
MACWEN, FRICKEL & Co.,
Hongkong.
Hongkong, 2nd June, 1913. 1737

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "SUNDA".
Arrived Hongkong on 31st May, 1913.
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent
Hongkong, 31st May, 1913. 1738

NOTICE TO CONSIGNEES.

S.S. "NILE".
FROM SAN FRANCISCO VIA JAPAN PORTS AND SHANGHAI.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.
Cargo remaining undelivered TUESDAY, 3rd inst., at NOON, will be landed at Consignees' risk and expense.
Cargo remaining undelivered MONDAY, 9th inst., at NOON, will, in addition to landing charges, be subject to storage charges.
No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 7th inst., at 10 A.M.
No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.
All Claims must be filed on or before 3rd July, otherwise they will not be recognized.
O. H. BITTER,
Acting Agent.
Hongkong, 2nd June, 1913. 1739

BANK HOLIDAY

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on TUESDAY, the 3rd June, 1913. 1734

KOWLOON-CANTON RAILWAY (BRITISH SECTION).

NOTICE.

NOTICE IS HEREBY GIVEN that an ADDITIONAL TRAIN will leave Kowloon for SHUNG SHUI (FANLING GOV. LINE) at 8.35 A.M. on TUESDAY, 3rd June, 1913, calling at Taiipo at 9.00 A.M. and arriving SHUNG SHUI at 9.12 A.M.
By Order,
H. P. WINSLOW,
Manager.
Kowloon, 31st May, 1913. 1735

CANTON INSURANCE OFFICE, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CANTON INSURANCE OFFICE, LIMITED, will be held at the Office of the General Agents of that Company, No. 16, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 11th day of June, 1913, at NOON, when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 21st day of MAY, 1913, will be submitted for confirmation as Special Resolutions—

(1) "That the draft new Articles be 'approved'."
(2) "That the new Articles already approved 'by this Meeting which have for the purpose of identification been subscribed 'by the Chairman of the Company and 'and they are hereby adopted as the 'Articles of the Company in substitution 'for and to the exclusion of all the existing 'Articles thereof.'"
Dated this 31st day of May, 1913.
JARDINE, MATHESON & CO., LTD.,
General Agents,
CANTON INSURANCE OFFICE, LTD.
1740

NOTIFICATION.

THE CHEFOO HARBOUR IMPROVEMENT COMMISSION, constituted under an agreement between the Chinese Government and the Foreign Treaty Powers, is now prepared to hear from Contractors desirous of undertaking the construction of a Breakwater at Chefoo.
Communications in foreign languages should be addressed to the Senior Consul, Dr. PH. LENZ, H.I.G.M.'s Consul; if in Chinese, to the Superintendent of Customs, WANG CH'EN-KANG (王澤剛).
Chefoo, 22nd May, 1913. 1730

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

WHY NOT SLEEP SOUND THESE HOT NIGHTS?

STAPLES SPIRAL SPRING MATTRESS

WILL ENSURE THIS IF YOU USE ONE.

YOU KNOW

STAPLES SPIRAL SPRING MATTRESS

THE OLD WOVEN WIRE "SAGS," CROOKS THE SPINE, CAUSES BACKACHE, HEADACHE, NERVES, INDIGESTION AND THAT TIRED FEELING ON RISING.

"CANNOT SAG." THE SPRINGS MOULD THEMSELVES TO THE BODY. SLEEP STRAIGHT AND REAP THE BENEFIT OF A GOOD NIGHT'S SLEEP.

"A STAPLES MATTRESS MEANS BETTER HEALTH."

CALL AND INSPECT ONE.

LANE, CRAWFORD & Co.

PEEK, FREAN & CO'S. CELEBRATED BISCUITS.

FRESH CONSIGNMENTS JUST ARRIVED
PER S.S. "NARRUNG."

STOCKED BY
WING ON CO.
KWONG HIP SHING.
KWONG WAH.
AND OTHER LEADING COMPEADORES.
ASK FOR
PAT-A-CAKE.
SHORT CAKE.
TEDDY BEAR.
LEMON PUFF CHEAM.
CLOTTED CREAM.
REPRESENTATIVES FOR HONGKONG AND SOUTHERN CHINA.

MACWEN, FRICKEL & Co.

ARRIVED! ARRIVED!

THE HIPPODROME CIRCUS AND MENAGERIE

ACKNOWLEDGED THE BARNUM OF THE EAST.

GRAND OPENING TO-NIGHT! TO-NIGHT!

EVERY EVENING AT 9.15 P.M.

LOCATION: CAUSEWAY BAY IN OUR SPECIALLY ERECTED MAT-SHEDS.

30 EUROPEAN ARTISTS 30
CULLED FROM THE WORLD'S GREATEST SHOWS.

ALSO OUR ZOO OF PERFORMING WILD ANIMALS

FOR FULL PARTICULARS SEE OUR ILLUSTRATED CIRCULAR. PRICES OF ADMISSION:

Box of 6 Chairs.....\$15.00
Single Chair in Box.....\$8.00
First Class.....\$2.00

Second Class.....\$1.00
Stalls, Carpeted.....50 cts.
Gallery.....(Natives only).....30 cts.

MATINEES EVERY WEDNESDAY AND SATURDAY, AT 4 P.M.

Children Half Price to Matinees only.
Special Late Tram after each Performance.
Box Plan at ROBINSON PIANO CO., LTD.

Hongkong, 2nd June, 1913. 1723

WANTED.

ONE SECOND-HAND 8 inch centre SCREW CUTTING LATHE, complete with Change Wheels, Face Plate, and Chucks. Must be in good condition.
Apply to—
ARLATOON V. APCAR & Co.
Hongkong, 31st May, 1913. 1736

WANTED TO LET.

LAUNCH on Hire, for Small Bathing Parties.
For Rates apply to—
"M. P."
Care of "Daily Press" Office.
Hongkong, 14th May, 1913. 1635

WANTED.

A LADY STENOGRAPHER and TYPIST.
Apply giving particulars and Salary required to—
Box 28,
Care of "Daily Press" Office.
Hongkong, 29th May, 1913. 1725

MESSAGE.

SKILLFUL Safety in the General or Electric.
MISS MORITA,
Care of NOMBURA HOTEL,
15, 16 and 17, Connaught Road
Opposite Blake Pier.
Hongkong, 8th May, 1913. 1652

ENTERTAINMENT

VICTORIA THEATRE. THE DALLAS COMEDY Co.

TO-NIGHT (MONDAY) AND TO-MORROW (TUESDAY), 2nd and 3rd JUNE, LAST TWO NIGHTS!

NEW PROGRAMME!
"THE PEACEMAKER,"
From the Apollo Theatre, London,
"FEED THE BRUTE,"
From the London Coliseum,
and
"A SISTER TO ASSIST 'ER,"
From the London Hippodrome,
also
CINEMATOGRAPH WITH NEW FILMS.

Booking at MOUTRIE'S.
PRICE \$5, \$2 and \$1. COMMENCE 9.15 P.M.
Hongkong, 2nd June, 1913. 1745

INTIMATIONS

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.
IN THE GOODS OF WALTER CHAPMAN WOOD, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 14th day of June, 1913.

All Creditors and others are accordingly hereby required to send in their Claims to the Underigned on or before that date.
Dated this 13th day of May, 1913.
DEACON, LOOKER, DEACON & HARBSTON,
1, Des Vaux Road Central, Hongkong,
Solicitors for the Administrator. 1714

SHIOYA HOTEL (late Seaside Villa), Inland Sea, now open for the season. Every comfort. Moderate rates.
Address—
MANAGER,
SHIOYA HOTEL,
Near Kobe, Japan.
705

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

REPORTING of any Description Under taken by Competent and Reliable Note-Takers.

Correspondence and Tabulated Work turned out with Accuracy and despatch. Contracts arranged. Secretarial duties undertaken.

H. E. VICTOR,
Manager,
10, Queen's Road Central,
(First Floor).
Telephone No. 650.
Hongkong, 3rd March, 1913. 1397

CHEESE

WE beg to inform our Customers that we have received a New Shipment of our well-known CANADIAN STILTON CHEESE.

THE DAIRY FARM CO., LTD.
28

GRACA & CO.
PEDDER St. (Hongkong Hotel Building)
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, CIGARS, BOOKS, TOYS, &c.
Just Received
FRESH SUPPLY OF VEGETABLE SEEDS.
1743

TO LET

NO 21, SHELLEY STREET.

"CRAIG EYRE," No. 4, The Peak, To Let. 3 ROOMS; Tennis and Croquet Lawns; Fine Situation.

From 1st February, 1913, MERION, No. 10, PRAK, Furnished or Unfurnished. 6 ROOMS To Let or For Sale. "GLENSHIELD," No. 124, Barker Road, Peak. 5 ROOMS.

For Sale—"LADBROOKE," No. 9, Conduit Road, Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden, and Tennis Court. Accommodation for 30 Servants.

For Sale—"HARTING and BOGATE" on part of Kowloon Island Lot No. 1154. Apply to—
LINTSEAD & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 33th May, 1913. 64

TO LET

TO LET

TO LET

TO LET

TO LET

TO LET

TO LET

TO LET

TO LET

TO LET

TO LET

TO LET—AT KOWLOON.

NEW MODERN 3-ROOMED FLATS with Two Bathrooms, Pantry, Kitchen and Servants' Quarters. Bathrooms fitted with English Baths. Kitchen has English Cooking Range and Hot Water Boiler. Electric Light throughout. Immediate Possession.

NEW FIVE-ROOMED TERRACE HOUSES with Tennis Courts. Ready for occupation about 1st May.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings,
Hongkong, 12th May, 1913. 1663

TO LET—from 1st July.

THE Premises including the Silk Godown in Canton on Shansen Lot 19 known as "THE RED HOUSE" now in the occupation of Mr. T. E. Griffith.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 15th May, 1913. 1676

TO LET.

A HOUSE in KNOTSFORD TERRACE. Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st June, 1913. 1506

TO LET UNFURNISHED.

From JUNE, 1913.

"MYRTLE BANK" 51, THE PEAK, Mount Kailash, 2 Reception Rooms, 3 Bed-rooms, Drying Room and usual Office. Monthly Rent \$175 exclusive of Taxes; Gas and Water laid on.

Apply to—
COMMISSIONER,
Kowloon Customs,
York Buildings, Chater Road,
Hongkong, 26th May, 1913. 1715

TO LET.

SHOP, No. 12, Queen's Road Central.

OFFICES, Nos. 12 & 14, Queen's Rd. Central, No. 9, MOUNTAIN VIEW, PRAK, No. 5, STEWART TERRACE, PRAK.

Apply to—
M. J. D. STEPHENS,
Hongkong, 26th May, 1913. 1722

TO LET.

ON 2ND FLOOR, NO. 2, PEDDER STREET ONE-ROOMED OFFICE.

Apply Property Office.
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 23rd May, 1912. 166

TO LET.

"BREEZY VILLA," No. 2, Park Road 4-Roomed Bungalow with Tennis Court. Commands splendid View of Harbour. For Rent, etc., please apply to—
YAP KOK LING,
No. 4, Ripon Terrace,
Hongkong, 28th March, 1913. 507

TO LET.

NO. 2, WEST END TERRACE, SHAMSEEN.

No. 153, PRAK EAST, GODOWN. FOR SALE or TO LET. Unfurnished, a HOUSE at The Peak.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st June, 1913. 165

TO LET.

Occupation from 1st June.

THE PREMISES NO. 6, DES VEAUX ROAD CENTRAL, now nearing completion. Suitable for Banking and other Offices, &c.

Apply to—
DAVID SASSOON & Co., Ltd.,
Hongkong, 15th May, 1913. 1675

TO LET.

FLATS, "WILD DELL," No. 147 Wanchoi Road, Newly Built, each Flat with 3 ROOMS, Kitchen, Bathroom, and Servants' Quarters. Quiet Locality. "HOMESTEAD," No. 45, PRAK.

Apply to—
TSANG KIT-FAN,
Company Secretary,
Hongkong & Shanghai Banking Corporation.
Hongkong, 29th April, 1913. 1522

TO LET.

A HACIENDA EAST, 74, Mount Kailash Road.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st June, 1913. 1587

TO LET OR FOR SALE.

UNDER THE PINES at ROCKHOLM.

3 FINE BUNGALOWS on upwards of 3,000, 4,000 and 5,000 tenths of land. Fully Furnished, 20 minutes' walk from the Golf Links.

Apply to—
WHYMARK ALLION & CROMBIE,
Estate Agents,
72, Kio Machi, Kobe, Japan.
Kobe, 16th May, 1913. 1706

TO LET

"EDGEHILL," No. 6a, The "EAK"—FURNISHED. For particulars apply to—
R. SUTHERLAND,
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 9th May, 1913. 1598

TO LET.

TO LET

1ST FLOOR, No. 8, Wood Road.

Apply to—
THE YEE YUEN,
No. 192, Queen's Road East,
Hongkong, 14th May, 1913. 1669



NAPIER JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

JUST ARRIVED.

AMERICA'S LEADING
W.B. CORSET,
GREAT DEMAND FOR LONG WAIST
RECT FORM AND NUFORM.
HOOSAIN-ALI & Co.,
14, Queen's Road Central
Corner of Zealand Street.
Hongkong, 14th April, 1913.



STUHR'S
GENUINE CAVIARE,
ANCHOVIES IN BRINE
(Salted Sardines).
In Tins and Cans.

Sold by all High-Class Provision Dealers.
C. F. STUHR & CO., HAMBURG.
English Export Agents
W. LOVINGROVE, LONDON, E.C.



WHITELEYS
THE LARGEST
BRITISH STORE
IN THE WORLD

Illustrated General Catalogue
(1,250 Pages) Mailed Free

WHITELEYS
LONDON & W
BY SPECIAL APPOINTMENT
TO H.M. THE KING.
WM. WHITELEY, LTD.



These tiny Capsules — superior
to Copaliba, Cubebis, and Injections — **CURE** the same dis-
eases as these drugs in
FORTY-EIGHT HOURS
without inconvenience.
Each Capsule bears the name.
Paris, 8, rue Vivienne
Sold by all Chemists.

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT BOMBAY

For Demand Drafts on London on the day of
or preceding the departure of the English
Mail; also Table of the Yearly
Approximate Averages for 35 years

FROM 1874 TO 1909.

Price 22 Cash. On Sale at the D. J. F. Press
Office Local Booksellers.

HONGKONG GYMKHANA CLUB.

SECOND MEETING.

The weather fortunately cleared to enable the gymkhana to be held on Saturday. The going was, of course, a trifle heavy, but there was no rain to make things unpleasant for spectators, of which there was a good number during the afternoon. The programme of seven events was successfully carried out, but there was not the same regard for the time table as has been seen in previous years, and the events dragged themselves considerably beyond the specified time.

H.E. the Governor was present. —
Patrons.—H.E. Sir P. H. May, K.C.M.G., H.E. Vice-Admiral T. H. M. Jerrard, H.E. Major-General C. A. Anderson, C.B.; and Commodore R. H. Anstruther, R.N., C.M.G.
Committee.—The Stewards of the Hongkong Jockey Club (ex-officio), H. P. White, Esq., D. M. Ross, Esq., Hon. Mr. D. Landale, G. K. Hall Brutton, Esq., and Major F. A. Dickinson.

Judge.—Major-General C. A. Anderson. Handicapper.—D. M. Ross, Esq. Clerk of the Scales.—A. Charlton, Esq. Starter.—M. W. Slade, Esq. Timekeeper.—M. S. Sassoon, Esq. Hon. Sec. and Treasurer.—R. F. C. Master, Esq.

THREE-QUARTER MILE FLAT RACE.—For subscription griffins of the season 1912-13 which have not won an official race. 1st prize, \$125; 2nd, \$50; 3rd \$25.

Mr. Norman's Edgell, 149lb, 3lb allowance (Mr. Seth) 1
Mr. Brutton's Flirt, 149lb, 3lb allowance (Owner) 2
Mr. S. H. Michael's The Burglar, 150lb, 3lb allowance (Mr. Hickman) 3

Mr. Blank's Bactrian, 152lb, 3lb allowance (Mr. Clarke) 0

Edgell won a good race, beating Flirt on the post, and accidentally colliding with him.

Time: 1min. 38secs. Pari-mutuel. Cash Sweep. Ticket No.

Winner: \$9.00 1. 5.50 2. 52. \$352.06
1. 9.70 2. 81. 72.00
3. 77. 38.00

GYMKHANA STAKES.—Value \$200. One mile. For all China ponies.

Mr. Sedgwick's Sweet William, 151lb, 5lb overweight (Mr. Hickman) 1

Mr. H. P. White's Cleric, 150lb, 4lb penalty (Mr. Gegg) 2

Mr. Brutton's Joss Mighty, 148lb, 3lb allowance (Owner) 3

Mr. V. d'Oestingen's Floreal, 160lb, 4lb penalty (Mr. Knoll) 0

Mr. Landale's Ben Wyvis II, 143lb, 3lb allowance (Mr. Gresson) 0

Mr. Norman's Revenue, 145lb, 3lb allowance, 5lb overweight (Mr. Seth) 0

Cleric made the running until going uphill, when Ben Wyvis went into first place, and led into the straight. Sweet William came along strongly on the outside and a fine race ensued between him and Cleric, the former winning by two lengths, Joss Mighty being third, a length and a half behind Cleric.

Time: 2min. 10.3-5secs. Pari-mutuel. Cash Sweep. Ticket No.

Winner: \$59.00 1. 11.80 1. 127. \$400.05
2. 7.20 2. 136. 114.30
3. 31.20 3. 68. 67.15

LADIES' NOMINATION.—300 yards polo pony steeple. To be ridden by owners.

Mr. C. V. Edye's Rice Bird, 179lb, 3lb allowance, nominated by Mrs. Tulloch 1

Mr. W. B. Elwes' Norman Chief, 169lb, 1lb overweight, nominated by Mrs. Leece 2

Mr. Gilpin's Coon Can, 165lb, 4lb penalty, nominated by Mrs. Shellim 3

Father O'Flynn's Despair, 158lb, 3lb allowance, nominated by Mrs. Landale 0

Rice Bird got the best of a bad start and won by a length from Chief, Coon Can being a head behind the second.

Time: 22.3-5secs. Pari-mutuel. Cash Sweep. Ticket No.

Winner: \$25.00 1. 14.50 1. 63. \$516.60
2. 14.50 2. 80. 147.60
3. 94. 73.80

TEST PEGGING IN PAIRS.—Two runs. Competitors to be mounted on China ponies.

Mr. R. F. C. Master and Mr. A. David 1

Capt. N. D. Place and Capt. P. L. Spicer 2

Mr. C. H. Blason and Mr. H. F. Hickman 3

Master and David had three pegs out of four, the other pairs having two each.

Pari-mutuel. Cash Sweep. Ticket No.

Winner: \$41.40 1. 9.40 1. 104. \$551.25
2. 6.80 2. 61. 157.50
3. 10.70 3. 50. 78.50

From the two mile post once round and in Flat Race. Handicap. For subscription griffins of any season.

Messrs. Lowe & Hickman's Pyramids, 150lb (Mr. Hickman) 1

Mr. Blank's Bactrian, 150lb, 3lb allowance (Mr. Gresson) 2

Mr. Brutton's Sevington, 148lb, 3lb allowance (Owner) 3

Mr. Norman's Edgell, 149lb, 3lb allowance (Mr. Seth) 0

Mr. C. Stewart's Donald Dhu, 161lb, 4lb penalty (Mr. Knoll) 0

BOOK MUSLIN CORDAIN MATERIALS

PLAIN AND FIGURED

WITH A VARIETY OF EDGINGS AND INSERTION.



WILLIAM POWELL LTD.

LACE CURTAINS

COLOURED MADRAS CURTAINS.

PRINTED AND STENCILLED

MUSLIN

WM. POWELL, LTD.

MADRAS MUSLINS PLAIN, FRILLED LACE EDGED, TASSELLED AND SCOLLOPED. MADRAS FRINGES.

COMPANY MEETING.

A. S. WATSON & CO. LTD.

The 28th annual general meeting of the above Company was held at the Hongkong Hotel on Saturday, Mr. Henry Humphreys presiding. There were also present: Sir Paul Chater, C.M.G., and Mr. H. P. White (Consulting Committee), Messrs. F. Maitland, D. E. Clarke, J. Hooper, E. Seth, J. Spittles, Lau Cha Pak, Lau Lu Cheong, C. E. Warren, J. M. Wong, and J. A. Tarrant (Secretary).

The Secretary read the notice convening the meeting, after which.

The CHAIRMAN said:—The report and statement of accounts and auditors' report, having been in your hands for the past eight days, I will with your permission take them as read. You will notice on referring to the accounts before you that local and general liabilities in the East have decreased by \$237,253.76.

The advance against Marine Lot 253 and K. Island Lot 1,209, and the buildings thereon, viz., \$54,927.41, now shown separately, was formerly included in this amount. After allowing for this transfer, the liabilities referred to still show a decrease of \$183,326.35, which must be regarded as satisfactory.

Escotta, lease and mortgage by the A. S. Watson & Co., Incorporated (the latter reduced by payments on account), figure amongst the assets for the last time. The Escotta fire of 16th March last was the means of causing both these accounts to be liquidated this year. The total of the amounts recovered from the Insurance Companies and the A. S. Watson & Co., Incorporated, is sufficient to cover book values. The loss on subsidiary coins during the year amounted to \$16,191.30, of which \$9,942.94 was incurred in Hongkong.

When the new currency regulations come into force, it is anticipated that most if not all of the annual loss incurred in Hongkong will be saved to the Company. Taken on the whole, we have had a fairly prosperous year. We have been helped to some extent by the high rate of exchange ruling, and we have been free from any European branch losses, added to which the business done in Hongkong and Shanghai has materially increased.

A good deal of adverse criticism was directed against the report and accounts for the year ending the 31st December, 1911, and in view thereof and of the improved state of affairs during the Company's financial year which has just closed, it is interesting to note that the Philippines Drug Co., Incorporated, which was formed to purchase the pharmacy portion of our Manila business, is now in liquidation, and that the liquidator, at a recent meeting of shareholders, expressed the hope that he would be able eventually to return about 75 cents in the dollar to shareholders. Since issuing the report and statement of accounts, we have received a printed circular from the Consul-General at Hankow in reference to "claims for losses arising out of the Revolution." The first paragraph of this circular reads as follows:—

"The Chinese Government having admitted the principle of liability for losses arising out of the Revolution, the British claims will shortly be submitted for joint examination, by a committee consisting of representatives of the Chinese Government and of the British Legation." It seems likely from the above that we shall receive some compensation for losses incurred by the Revolution. In our last annual report, we stated that there had been transferred to the debit of permanent reserve fund the sum of \$7,043.23, the amount of losses occasioned by the looting of Hongkong Branch and the burning down of Hankow Native Branch during the Chinese Revolution. A claim for this amount had been lodged against the Chinese Government through the British Minister at Peking, and in the event of the claim being met the amount recovered would be credited to permanent reserve fund. I have no more remarks to make, but if any shareholder has any questions to ask, I shall be pleased to answer them.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. HOOPER—I have much pleasure in seconding the motion.

The proposition was agreed to.

The appointment of Dr. J. W. Noble on the Consulting Committee, vice the Hon. Mr. E. Osborne, was confirmed by the shareholders, on the motion of the CHAIRMAN, seconded by Mr. E. SETH.

On the proposition of Mr. CLARKE, seconded by Mr. LAU CHU PAK, Messrs. F. Maitland and A. W. Hutton Potts were elected as auditors at a remuneration of \$250 each.

The CHAIRMAN—That closes the business, gentlemen. I am obliged to you for your attendance. Dividend warrants will be ready on Monday.

LATEST STEAMER MOVEMENTS.

The P. & O. str. *Cardia* left Singapore for this port on the 31st May, at 8 a.m., and is due here on the 6th June, at about 4 p.m.

The P. & O. str. *Arcadia* left Singapore for this port on the 31st May, at 8 a.m., with the outward English mails, and is due here on the 4th June, at about noon.

SHIPPING REPORTS.

The British str. *Chunshang* reports: Fine weather in China Sea.

The German str. *Machew* reports: Fine weather throughout, southerly winds.

The British str. *Haiching* reports: Had moderate variable winds and cloudy, clear weather.

The British str. *Li Loong* reports: Light southerly winds and fine to North of Paracels; thence to port cloudy and rainy weather.

M O U T R I E

THE GREAT HOME ENTERTAINER

THE VICTOR VICTROLA IV.

PRICE \$35.

AN IDEAL MUSICAL INSTRUMENT.

EXCLUSIVE DISTRIBUTORS:

S. MOUTRIE & CO., LTD.

[629-1]

NOTICES TO CONSIGNEES.

NOTICE.

9297/8. 10 B's Old Newspapers ex s.s. "WOC" 100/2. "BELLEPHON" arrived Hongkong from United Kingdom 25th Nov. 1912. Bill of Lading No. 193.

31,50. 20 B's Old Newspapers ex s.s. "AJAX" arrived Hongkong from United Kingdom 6th November, 1912. Bills of Lading No. 139.

The above Cargo at present lying in Godown No. 3, Holt's Wharf, Kowloon, and being in bad condition, will, unless claimed within Fifteen Days from Date of this Notification, be sold to defray Storage Charges.

BUTTERFIELD & SWIRE,
Agents,
OCEAN STEAMSHIP CO., LTD.,
CHINA MUTUAL S.N. CO., LTD.,
Hongkong, 30th May, 1913. [731]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"SCHARNHORST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M.

All Claims must reach us before the 11th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO.,
General Agents,
Hongkong, 28th May, 1913. [4]

follows:—The Chinese Government having admitted the principle of liability for losses arising out of the Revolution, the British claims will shortly be submitted for joint examination, by a committee consisting of representatives of the Chinese Government and of the British Legation." It seems likely from the above that we shall receive some compensation for losses incurred by the Revolution. In our last annual report, we stated that there had been transferred to the debit of permanent reserve fund the sum of \$7,043.23, the amount of losses occasioned by the looting of Hongkong Branch and the burning down of Hankow Native Branch during the Chinese Revolution. A claim for this amount had been lodged against the Chinese Government through the British Minister at Peking, and in the event of the claim being met the amount recovered would be credited to permanent reserve fund. I have no more remarks to make, but if any shareholder has any questions to ask, I shall be pleased to answer them.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. HOOPER—I have much pleasure in seconding the motion.

The proposition was agreed to.

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The CHAIRMAN—That closes the business, gentlemen. I am obliged to you for your attendance. Dividend warrants will be ready on Monday.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSATE,"

Arrived Hongkong on 25th May, 1913, FROM BOMBAY COLOMBO AND STRAITS.

Consignees of Cargo by the above-name vessel are hereby informed that their goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 25th May, 1913. [3]

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd June, at 9.30 A.M.

All Claims must reach us before the 9th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO.,
General Agents,
Hongkong, 25th May, 1913. [4]

follows:—The Chinese Government having admitted the principle of liability for losses arising out of the Revolution, the British claims will shortly be submitted for joint examination, by a committee consisting of representatives of the Chinese Government and of the British Legation." It seems likely from the above that we shall receive some compensation for losses incurred by the Revolution. In our last annual report, we stated that there had been transferred to the debit of permanent reserve fund the sum of \$7,043.23, the amount of losses occasioned by the looting of Hongkong Branch and the burning down of Hankow Native Branch during the Chinese Revolution. A claim for this amount had been lodged against the Chinese Government through the British Minister at Peking, and in the event of the claim being met the amount recovered would be credited to permanent reserve fund. I have no more remarks to make, but if any shareholder has any questions to ask, I shall be pleased to answer them.

There being no questions, the CHAIRMAN proposed the adoption of the report and accounts.

Mr. HOOPER—I have much pleasure in seconding the motion.

The proposition was agreed to.

The appointment of Dr. J. W. Noble on the Consulting Committee, vice the Hon. Mr. E. Osborne, was confirmed by the shareholders, on the motion of the CHAIRMAN, seconded by Mr. E. SETH.

On the proposition of Mr. CLARKE, seconded by Mr. LAU CHU PAK, Messrs. F. Maitland and A. W. Hutton Potts were elected as auditors at a remuneration of \$250 each.

The CHAIRMAN—That closes the business, gentlemen. I am obliged to you for your attendance. Dividend warrants will be ready on Monday.

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BANKS

YOKOHAMA SPECIE BANK LIMITED.
 AUTHORIZED CAPITAL.....Yen 48,000,000
 PAID-UP CAPITAL.....Yen 30,000,000
 RESERVE FUND.....Yen 18,000,000

HEAD OFFICE—YOKOHAMA.
 Branches and Agencies at:
 Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS
 Deposits received for fixed periods at rates to be obtained on application.

THE BANK OF TAIWAN, LIMITED.
 (INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital.....Yen 10,000,000
 Capital Subscribed (paid up).....Yen 6,250,000
 Reserve Fund.....Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:
 Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

HONGKONG OFFICE.
 3, DES VOUX ROAD.
 Interest allowed on Current Accounts
 Deposits received on terms which may be obtained on application.

NEDERLANDSCH-INDISCHE HANDELSBANK
 (NEDERLANDS INDIA COMMERCIAL BANK)
 ESTABLISHED 1853.

Authorized Capital F. 15,000,000 (G. 12,500,000)
 Paid up Capital F. 14,905,350 (G. 12,412,112)
 Reserve Fund F. 5,022,161.27 (G. 4,181,513.3)

HEAD OFFICE: AMSTERDAM.
 HEAD AGENT: BATAVIA.

LONDON BANKERS:
 THE WILLIAMS DEACONS BANK.
 SWISS BANKING CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager.
 No. 8, Des Voux Road Central.
 Hongkong, 23rd April, 1913.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
 HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,200,000
 RESERVE FUND.....£1,700,000
 RESERVE LIABILITY OF PROPRIETORS.....£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT, Acting Manager.
 Hongkong, 14th April, 1913.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
 RESERVE FUND.....\$1,500,000 at 2/—=\$15,000,000
 SILVER.....\$17,200,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

BOARD OF DIRECTORS:
 Hon. Mr. D. L. LAM, Chairman.
 Hon. Mr. W. L. POTTENDEN, Deputy Chairman.
 G. F. FRIEDLAND, Esq., W. L. POTTENDEN, Esq., J. A. PLUMMER, Esq., C. E. GIBNEY, Esq., J. H. HOLYAK, Esq., F. R. LAURENCE, Esq., F. L. LAM, Esq.

CHIEF MANAGER:
 Hongkong—N. J. STARR.

MANAGER:
 Shanghai—A. G. STEPHEN.

LONDON BANKERS:
 LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
 On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.
 For 6 months, 3 per cent. per annum.
 For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.
 Hongkong, 8th May, 1913.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
 N. J. STARR, Chief Manager.

Hongkong, 1st July, 1911.

BANKS

THE MERCHANTS BANK OF INDIA, LIMITED.
 AUTHORIZED CAPITAL.....\$15,000,000
 SUBSCRIBED.....\$12,500,000
 PAID UP.....\$6,250,000
 RESERVE FUND.....\$4,150,000

HEAD OFFICE:
 40, Threadneedle Street, LONDON, E.C.

BRANCHES:
 Bombay, Calcutta, Ceylon, Hongkong, India, Japan, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

AGENTS IN JAPAN:
 Messrs. JARDINE, MATHESON & Co., Ltd.

BANK OF ENGLAND.
 LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.
 Hongkong, 20th May, 1913.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York
 LONDON OFFICE: 35, Bishopsgate, E.C.

BRANCHES:
 Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

CAPITAL AND SURPLUS.....\$7,000,000

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.
 9, Queen's Road, Hongkong, 2nd November, 1912.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* arrived at Yokohama from Honolulu on the 27th May, and is expected here on the 6th June.

The T.K.K. str. *Tenyo Maru* left Honolulu for Yokohama on the 23rd May, and is due in Hongkong on the 17th June.

THE AUSTRALIAN MAIL.

The E. & A. str. *Albatross*, from Sydney, etc., left Manila on the 7th May, at 6 p.m., and may be expected to arrive here on the 2nd June, at daylight.

MERCHANT STEAMERS.

The Mogul Line str. *Errol*, from United Kingdom, left Singapore on the 28th May, and is due here on or about the 3rd June, at daylight.

The Ben Line str. *Bendloch*, from Leith, Middlesbrough, and London, left Singapore on the 28th May, for this port, and may be expected to arrive here on or about 4th June.

The P. & O. str. *Sacra* left Singapore for this port on the 23rd May, at 6 p.m., and is due here on the 4th June, at about 6 a.m.

The O.S.K. str. *Tacoma Maru*, from Tacoma, arrived at Manila on the 30th May, a.m., and will leave again for Hongkong on the 2nd June, p.m., and is due at Hongkong on the 5th June, a.m.

The Swedish East Asiatic Co.'s str. *Canton* left Port Said on the 12th May, and may be expected here on the 7th June.

The Bank Line str. *Boveri*, from Tacoma, arrived at Yokohama on the 30th May, and is due at Hongkong on the 10th June.

The Swedish East Asiatic Co.'s str. *Ceylon* left Antwerp on the 13th May, and may be expected here on the 20th June.

The T.K.K. str. *Kiyo Maru* left Manila for Honolulu on the 23rd May, and is due in Hongkong on the 20th July.

The American & Manchurian Line str. *Swazi* passed the Suez Canal on the 8th May, for Hongkong direct.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Panang, from Calcutta, is due in Hongkong 10th June.

Forang, from Calcutta, is due in Hongkong 8th June.

Laisang, from Calcutta, is due in Hongkong 13th June.

Mauung, from Sandakan, is due in Hongkong 2nd June.

Shire Line, Limited.

Monmouthshire, from London, is due in Hongkong 17th June.

Harpagus, from Portland, is due in Hongkong 13th June.

Vestalia, from London, is due in Hongkong 30th June.

THE INDIAN MAIL.

Indraghiri, from New York, is due in Hongkong 20th June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Italia, from Rangoon, is due in Hongkong 10th June.

NEW STORIES OF KING EDWARD.

INTIMATE PICTURE BY A PERSONAL ATTENDANT.

A servant sees his master as he really is, and the impressions of King Edward, written by Mr. C. W. Stamper, who was accompanied him on his car, have a human value unchallenged by more weight and more authoritative biographies and criticisms.

Mr. Stamper's book, "What I Know," is published to-day by Messrs. Mills and Bohn at half a guinea, and is sure of a large sale.

Mr. Stamper is evidently an observant and intelligent person. The King, in order that he might have no irritating breakdowns, insisted on Mr. Stamper riding with the chauffeur, invariably a member of the Metropolitan police, and as there was no footman, the motor engineer of his own free will helped His Majesty in and out of the car, and generally looked after him; but he would not play footman for anyone else, not even for a dowager duchess. He writes of the King with affectionate enthusiasm.

"I had the honour to be constantly in attendance upon His Majesty for five years—indeed up to the time of his death—and I came to know him and his ways. He was a great man and they were great ways."

HIS CHARACTER.

"At once good-natured and dignified, he was kind and appreciative to a degree, strict, but not stern, scrupulously fair, often quick-tempered, though his anger had gone—never passed, but gone—almost before it was there, and he was never unapproachable, but always ready to hear an explanation. He had a wide sympathy and a sunny, generous nature, and possessed that quality, which must be rare in kings, of being able to look at things from a point of view other than that which was naturally his own. Resolute and strong-willed, he was a man who formed powerful opinions, and to his opinions he would stick with all the determination in the world, unless and until he was shown that he was wrong, when he would instantly give way in the most frank and handsome manner imaginable. For the rest, I never saw him depressed. He had a keen sense of humour, his energy did not know the meaning of the word fear. He was a King—the King, but he was a man, too—a great-hearted gentleman."

"His Majesty liked to be driven at a good pace, and was always very strict on time. When he did not himself know the distance, he would send for me and ask me how long such and such a run would take. According to what I told him he ordered his arrangements to be made, and consequently, so far as was possible, we had to run to time."

"His Majesty's dog, Caesar, invariably accompanied his master whenever and wherever he motored, except when we drove to a racetrack."

ETIQUETTE OVERLOOKED.

The life of a king is necessarily surrounded with conventional and rigorous etiquette, but Mr. Stamper tells many stories of incidents when etiquette was forgotten. On one occasion King Edward and the present King were driving to a deer drive at Balmoral. The car drew up at the side of the road.

"Do you want me to get out here?" said the King, for it was left to him to determine which position His Majesty should occupy.

"No," said the gillie. "You stop where you are."

"Then he addressed himself to His Royal Highness."

"But you come out of it," he said.

Here is another story:

"One year, I remember, the King invited Lord Fisher to stay with him at the Castle. A brougham was sent to meet him at the station and a wagonette to bring up his luggage. Instead, however, of riding in the brougham, the Admiral drove with his luggage on the box of the wagonette. Halfway up the drive, they met His Majesty, who was superintending the transplanting of some young trees. Lord Fisher made haste to climb down and go to the King.

"This is a nice way to come visiting me," said His Majesty with a smile.

"I had no idea I should meet Your Majesty," said the other; "and, Sir, I am so fond of the air."

King Edward had many ways of showing his irritation.

Sometimes, if His Majesty were annoyed, he would show his displeasure by assuming an air of the most complete resignation. Instead perhaps of upbraiding me, if I lost the way, he would question me quietly, so as to ascertain what was wrong, gravely deplore the way in which I had lost my way, and then settle himself gently in his corner, as if resigning himself to his fate. In his countenance there was written a placid acceptance of the situation and a calm expectancy of worse to come. The listless way in which he heard my apologies was inimitable."

THE KING WRONG.

He was impatient of contradiction, but humorously ready to acknowledge himself wrong. Mr. Stamper was taking him on the car from Castle Rising to Sandringham, and at one point on the road they King insisted on turning to the left. Mr. Stamper suggested that he had made a mistake, but the order was repeated, and the car ran into a cul-de-sac.

"You're right, Stamper," said the King, "and I'm a damned fool."

Mr. Stamper flatly denies that the King spoke English with a German accent.

"More than once I have heard people deplore the fact that His Majesty spoke with a German accent. He never did anything of the kind. With never the faintest trace of a foreign accent he spoke the fairest English in the world. His voice was a deep one, and he spoke from his throat, and since the latter was I verily believe, affected by excessive smoking, his tone was gruff. To some ears, I assume, this suggested an accent, but to say that he had one is a lie."

Although both King Edward and Queen Alexandra liked motoring at top speed, he always insisted on a careful pace through towns and villages.

"If we had taken the King through any street at a high speed, he would have been very angry. There were times when he did not care to go at all fast, and if he was only taking the air, we seldom exceeded fifteen miles an hour. As a rule, however, our pace was smart, and if he was pressed for time, His Majesty liked us to drive as hard as we could. But on these days, as we approached a village, or surely a serious accident was very narrowly avoided. A butcher's cart in the Earl's Court-road, owing to erratic driving, nearly cannoned into the royal car."

"Look at the damned fool," shouted the King.

"Pitiful that the car would skid, the chauffeur had not applied his brakes, but now there was nothing else to be done. Accordingly he jammed them on. With locked wheels the great car skidded violently first to one side and then to the other, but the chauffeur was able to retain just sufficient control to turn to the left behind the cart, which we missed by a few inches. The car came to a standstill, and the driver of the cart pulled up and sat looking foolishly at us."

"This is disgraceful, Stamper," said His Majesty. "He ought to be locked up. Go and take his name and address."

"But the next second he changed his mind."

"No," he said. "We had better go on."

During the visit to Biarritz, in 1909, Mr. Stamper, the sergeant-footman, the courier, one day on steak and onions, much to the royal indignation.

It appeared that after lunch His Majesty had wanted to see the Postmaster and the Courier. Calling the sergeant-footman, the King was proceeding to tell him to summon them before him, when he stopped short and looked at the man.

"Hawkins, you've been eating onions," he said.

"No, Your Majesty."

"Yes, you have. I'm sure you have. Send Mr. Hiley here at once."

And Mr. Fehr.

"Yes, Your Majesty."

The sergeant-footman withdrew, and presently the Postmaster was announced. The King called him to his side and was beginning to read him a telegram he wanted him to despatch, when—

"Hiley, you've been eating onions," he cried.

"No, Your Majesty," said the Postmaster, instinctively recoiling.

"Yes, you have. It's disgraceful."

The Courier entered the room. He approached very warily, but His Majesty's sense of smell was keen, and all Mr. Fehr's efforts to suppress the facts of the case were unavailing. The King looked up sharply and sat back in his chair.

"I am damned if you haven't been eating onions, too."

CHARM OF PRINCESS PATRICIA.

Mr. Stamper is like all the rest of the world, a keen admirer of the Duke of Connaught and the Princess Patricia, with whom he danced at one of the Sandringham Christmas balls.

"With the whole of the Court, Princess Patricia was a great favourite. She has great personal charm, and though I saw her very seldom, the little I did see of her ways was enough to show me that she was a very great lady."

"Once or twice I had the honour to dance with her. She was very careful to convey the impression that a dance was to her as agreeable as it was to her partner, whoever he might be. I remember noticing that she seemed exceedingly fond of the Duke of Connaught, from whom she was never far away."

"The Duke of Connaught I saw more frequently than the Princess. Many times I have taken him out in the car with the King, and he has spoken with me often and often. He was always delightful, and there was about him much of that charm of manner and easy dignity which so became his Majesty."

In writing of the sudden death of Mr. Montague Guest at Sandringham on the King's last birthday, Mr. Stamper says:

"From her Majesty downwards every one's aim was that the King should enjoy every hour of the day. To this end they all strove. By his happy nature their task was made easy. Indeed, their end was attained if he but saw that they were happy themselves."

The sudden loss of so close a friend would have been a severe blow to the King at any time. The fact that Mr. Guest's death occurred in his presence and in the midst of such merry-making greatly intensified the shock. I could see he was very much upset, but he was as calm as any one there."

ROADSIDE PICNICS.

It will interest Mr. James Welch to know that after he had seen "When Knights Were Bold," Mr. Stamper heard the King say, "Never laughed so much in my life."

Dignity was so much King Edward's quality that he did not bother to be uncomfortable dignified. During his continental holidays, he frequently had a picnic luncheon by the roadside.

"When ten was over, sometimes his Majesty would say, 'I'll help you to pack up, Stamper. Now be very careful and don't break anything. There, put some paper between the cups.'

"And so, he directing, his Majesty and I would pack the things away. When we had finished, he always said, 'Now you go and have some tea, and see that the chauffeur has some.'

THE NEW FRENCH REMEDY, THERAPION No. 1.

THERAPION No. 2.

THERAPION No. 3.

THERAPION No. 4.

THERAPION No. 5.

THERAPION No. 6.

THERAPION No. 7.

THERAPION No. 8.

THERAPION No. 9.

THERAPION No. 10.

SHIPPING IN PORT.

STRANGLERS.

BIRKENHEAD, Gorman str., 5,638, Freedon, 26th May—Hamburg—America Line.

CHINKING, British str., 1,226, G. R. Ainslie, 26th May—Saigon 22nd May, Rice—Butterfield & Swire.

ELGER, Norwegian str., 875, E. Fingelson, 26th May—Dairen 24th May, General—Chinese.

EMPEROR OF INDIA, British str., 3,039, A. Halsey, 26th May—Vancouver 7th May, Mails and General—Canadian Pacific Railway Co.

FUKU MARU, Japanese str., 3,087, H. Tomimatsu, 24th May—Mojji 18th May, Coal—Mitsui Bussan Kaisha.

GISELA, Austrian str., 2,542, Jopceville, 27th May—Trieste 11th April, General—Sander, Wicler & Co.

GLENNFERR, British str., 3,325, D. O. Horne, 26th May—Cardiff 17th May, Coal—Dodwell & Co.

GLENNFERR, British str., 3,054, J. McGillivray, 27th May—Singapore 31st May, General—Shewan, Tomes & Co.

HAKURO MARU, Japanese str., 2,498, K. Nishikawa, 26th May—Kobe 27th May, Coal and General—Dodwell & Co.

HONGKONG MARU, Japanese str., 3,462, T. Sagara, 19th May—Mojji 14th May, General—Toyo Kisen Kaisha.

INDOMENUS, British str., 4,215, F. Basteus, 30th May—Shanghai 27th May, Coal—Butterfield & Swire.

JOHANNES, German str., 962, H. Ipland, 23rd May—Rangoon 13th May, Rice—Jensen & Co.

KAMOR, Norwegian str., 948, Tulak-Maus, 29th May—Bangkok 26th May, Rice—Order.

KIANG PING, Chinese str., 1,222, Udden, 22nd May—Chinkiang 17th May, General—Chinese.

VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & CO.), LIMITED.

For MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"GLENLUTHER,"
Captain R. Webster, will be despatched for the above Ports on 9th June, 1913.
For Freight or Passage, apply to
SHEWAN TOMES & Co.,
Agents.
Hongkong, 29th May, 1913. [607]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PENANG, SINGAPORE, AMSTERDAM AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"
Captain G. J. Caldwell, carrying His Majesty's Mail, will be despatched from this Port for BOMBAY, on SATURDAY, the 7th June, 1913, at Noon, taking Passengers and Cargo for the above Port in connection with the Co's s.s. "MOBEA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
SHEWAN TOMES and Tea and Cargo for France and London (under arrangement) will be shipped at Colombo into the "Mail" Steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay in the s.s. "INDIA," due in London on the 20th July, 1913.
Passengers will be received at the Office until 7 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 26th May, 1913. [1]

AMERICAN AND ORIENTAL LINE.

(ANDREW WHITE & CO.)

FOR BOSTON AND NEW YORK.

THE Steamship

"JESERIC,"
Captain R. White, will be despatched for the above Ports on SATURDAY, the 7th June, 1913, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co's s.s. "TAMBOUR," from Hongkong, on SATURDAY, the 7th June, 1913, at Noon.
For Freight or Passage, apply to
THE BANK LINE, LTD.,
Agents.
Hongkong, 30th May, 1913. [670]

ON SALE.

MAIL TABLES

FOR 1913.

Shows the dates of departure of the Mails of Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents.
On Paper ... 25 "

On Sale at the Hongkong Daily Press Office, Hongkong 10th January, 1913.

FOR SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

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ON SALE.

HONGKONG HANSAID REPORT of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.
Revised by THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE

Hongkong, 6th March, 1911

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR
+ SHANGHAI ... "KWONGSANG" ... Friday, 6th June, Noon.
+ SANDAKAN ... "MAUSANG" ... Saturday, 7th June, Noon.
+ MANILA ... "LOONGSANG" ... Saturday, 7th June, 2 p.m.
+ TIENTSIN ... "CHIPSANG" ... Tuesday, 10th June, Noon.
+ SINGAPORE, PENANG & CALCUTTA ... "KUSANG" ... Tuesday, 10th June, 2 p.m.
+ MANILA ... "YUENSANG" ... Saturday, 14th June, 2 p.m.

RETURN TOURS TO JAPAN.

The Steamers "KUSANG," "MAUSANG" and "POOKSANG" leave about every 4 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dalay, Weihaiwei, Tsingtau and Newchwang.

* Taking Cargo on through Bills of Lading to Kudat, Lahad, Dava, Simporna, Tawao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 2nd June, 1913. [14]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's Pier. 2. From Harbour Master's Pier to Bluff Pier. 3. From Bluff Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION. | VESSEL'S NAMES. | FLAG & REG. | BERTH. | CAPTAIN. | FOR FREIGHT APPLY TO. | TO BE DESPATCHED. |
|----------------------------------|------------------|-------------|--------|-----------------------|-------------------------------|---------------------------|
| LONDON, via SUEZ, PORTS OF CALL. | ASSAYE | Brit. str. | 1 | G. J. Caldwell | P. & O. S. N. Co. | On 7th inst., at Noon. |
| LONDON & ANTWERP | SUMATRA | Brit. str. | 1 | W. R. Le Mare, R.N.R. | P. & O. S. N. Co. | About 11th inst. |
| ROTTERDAM, HAMBURG & ANTWERP | FLINTSHIRE | Brit. str. | 1 | Habel | JARDINE, MATHESON & Co., Ltd. | About 20th July. |
| HAVRE, BREMEN & HAMBURG | ALESIA | Ger. str. | 1 | Deinat | HAMBURG-AMERICA LINE | On 11th inst. |
| ROTTERDAM, HAMBURG & ANTWERP | SEGOTIA | Ger. str. | 1 | Deinat | HAMBURG-AMERICA LINE | On 17th inst. |
| MARSEILLES, LONDON & ANTWERP | BRASLIA | Ger. str. | 1 | Deinat | HAMBURG-AMERICA LINE | To-day. |
| MARSEILLES, LONDON & ANTWERP | MAGELLAN | Ger. str. | 1 | Deinat | HAMBURG-AMERICA LINE | To-morrow, at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP | KANG MARU | Jan. str. | 1 | R. Kovara | MESSAGERIES MARITIMES | On 4th inst., at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP | GERSTURBT | Jan. str. | 1 | R. Kovara | MESSAGERIES MARITIMES | On 9th inst. |
| MARSEILLES, LONDON & ANTWERP | SANDIA | Jan. str. | 1 | R. Kovara | MESSAGERIES MARITIMES | On 12th inst. |
| MARSEILLES, LONDON & ANTWERP | QUINCE BULLOW | Jan. str. | 1 | R. Kovara | MESSAGERIES MARITIMES | On 28th inst. |
| MARSEILLES, LONDON & ANTWERP | TANBA MARU | Jan. str. | 1 | S. Wala | NIPPON YUSEN KAISHA | To-morrow, at 4 p.m. |
| MARSEILLES, LONDON & ANTWERP | TACOMA MARU | Jan. str. | 1 | T. Hamada | OSAKA SHOSSEN KAISHA | On 12th inst., at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP | PANAMA MARU | Jan. str. | 1 | J. Kanou | OSAKA SHOSSEN KAISHA | On 25th inst., at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP | HARPAUGUS | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | About 29th inst. |
| MARSEILLES, LONDON & ANTWERP | GOEBEN | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 11th inst., at 10 a.m. |
| MARSEILLES, LONDON & ANTWERP | PERSEA | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | About 2nd inst. |
| MARSEILLES, LONDON & ANTWERP | AFRICA | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 13th inst., at 5 p.m. |
| MARSEILLES, LONDON & ANTWERP | SAINT PATRICK | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | About 15th inst. |
| MARSEILLES, LONDON & ANTWERP | JESERIC | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 7th inst. |
| MARSEILLES, LONDON & ANTWERP | C. F. LAURE | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 20th inst. |
| MARSEILLES, LONDON & ANTWERP | EMPEROR OF INDIA | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 7th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | MONTEAGLE | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 21st inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | VESTALIA | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | About 17th July. |
| MARSEILLES, LONDON & ANTWERP | NILE | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | To-morrow, at Noon. |
| MARSEILLES, LONDON & ANTWERP | MONGOLIA | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 10th inst., at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP | NIPPON MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 17th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KATAGO | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 25th inst. |
| MARSEILLES, LONDON & ANTWERP | NIKKO MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 4th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | ALDENHAM | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 7th inst., at 11 a.m. |
| MARSEILLES, LONDON & ANTWERP | PRINCE WALDEMAR | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 14th inst., at 9 a.m. |
| MARSEILLES, LONDON & ANTWERP | CHANGSHA | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 16th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 4th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 12th inst., at 11 a.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 5th inst., at 4 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 9th inst. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | About 24th inst. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | About 23rd inst. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 4th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 22nd inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 14th inst., at 4 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 10th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | To-day, at 7 a.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 4th inst. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | About 4th inst. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 5th inst., at 4 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | About 5th inst. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 6th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 7th inst., at 11 a.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | About 7th inst. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 13th inst. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 28th inst., at 5 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 11th inst., at 10 a.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 4th inst., at 2 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 8th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 11 a.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 4th inst., at 11 a.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 10th inst., at 11 a.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | To-morrow, at 4 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 6th inst., at 4 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 7th inst., at 2 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 14th inst., at 5 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 16th inst., at 4 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | Quick despatch. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 26th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 7th inst., at 1 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 10th inst., at 2 p.m. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 14th inst. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 7th inst., at Noon. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | End of June. |
| MARSEILLES, LONDON & ANTWERP | KOBE MARU | Brit. str. | 1 | A. Ahlborn | JARDINE, MATHESON & Co., Ltd. | On 9th inst. |

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

| To VANCOUVER | | | | To L'POOL | | | | FROM L'POOL | | | | FROM VANCOUVER | | | |
|--------------------|--------------|---------------|---------------|---------------|---------------|----------------|--------------|----------------|--------------|---------------|--------------------|----------------|----------------|----------------|----------------|
| Steamers | Hong-kong | Shanghai | Nagasaki | Kobe | Yokohama | Vancouver | Quebec | Liverpool | Quebec | Steamers | Vancouver | Yokohama | Kobe | Nagasaki | Hong-kong |
| EMPERESS OF INDIA | Leave 7 June | Leave 10 June | Leave 12 June | Leave 13 June | Leave 15 June | Arrive 27 June | Leave 4 July | Arrive 11 July | Leave 28 May | Arrive 30 May | EMPERESS OF JAPAN | Leave 4 June | Arrive 18 June | Arrive 19 June | Arrive 26 June |
| MONTEAGLE | 21 June | 24 June | 26 June | 28 June | 1 July | 15 July | 25 July | 1 Aug. | 6 June | 13 June | EMPERESS OF RUSSIA | 18 June | 29 June | 30 June | 2 July |
| EMPERESS OF JAPAN | 2 July | 5 July | 7 July | 9 July | 11 July | 23 July | 1 Aug. | 8 Aug. | 20 June | 27 June | EMPERESS OF INDIA | 2 July | 16 July | 17 July | 19 July |
| EMPERESS OF RUSSIA | 16 July | 18 July | 20 July | 22 July | 24 July | 2 Aug. | 8 Aug. | 15 Aug. | — | — | MONTEAGLE | 23 July | 8 Aug. | 11 Aug. | 13 Aug. |
| EMPERESS OF INDIA | 30 July | 2 Aug. | 4 Aug. | 6 Aug. | 8 Aug. | 20 Aug. | 29 Aug. | 5 Sept. | 18 July | 25 July | EMPERESS OF JAPAN | 30 July | 13 Aug. | 14 Aug. | 16 Aug. |
| EMPERESS OF ASIA | 13 Aug. | 15 Aug. | 17 Aug. | 19 Aug. | 21 Aug. | 30 Aug. | 5 Sept. | 12 Sept. | 1 Aug. | 8 Aug. | EMPERESS OF RUSSIA | 15 Aug. | 24 Aug. | 25 Aug. | 27 Aug. |

PASSAGE RATES—HONGKONG TO LONDON.

Via Quebec, via New York.

EMPERESS OF RUSSIA } Inclusive of Meals and \$71.10 \$71.10

EMPERESS OF ASIA } Steamer across Canada.

EMPERESS OF INDIA } do. do. \$65 — \$67 —

EMPERESS OF JAPAN } do. do. \$49 — \$51 —

MONTEAGLE } Meals and Steamer } \$28 additional.

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES OF TRANS-SIBERIAN ROUTE.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPERESS OF BRITAIN" and "EMPERESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlet, etc., please Apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

SHIPPING

ARRIVALS.

ARMAND BEHE, French str., 3,804, Rosabell, 1st June—Marseilles 4th May, General—Messageries Maritimes.
CARL DIEHLICHSEN, German str., 774, E. Pahren, 1st June—Hohow 31st May, General—Jensen & Co.
CHOWTAT, German str., 1,115, E. Gethmanns, 30th May—Bangkok 22nd May, Rice—Netherlands & Co.
CHINTI, British str., 1,143, McGarity, 31st May—Hongay 28th May, Coal—Butterfield & Swire.
CITY OF BARODA, British str., 3,273, E. Mason, 30th May—Foolow 28th May, General—Shewan, Tomes & Co.
CHUNSHAN, British str., 1,418, C. J. Matlock, 31st May—Singapore 24th May, General—Jardine, Matheson & Co.
DILWARA, British str., 3,400, G. N. Ramnag, R.N.R., 1st June—Singapore 27th May, General—David Sassoon & Co.
HAICHING, British str., 1,207, W. C. Passmore, 1st June—Swatow 31st May, General—Douglas, Lapraik & Co.
HAINYARD, Norwegian str., 1,056, C. Andersen, 30th May—Hohow 29th May, Rice—C. S. S. N. Co.
HELMER, German str., 1,771, J. Jensen, 30th May—Swatow 29th May, General—Jensen & Co.
KASU MARU, Japanese str., 2,084, Yamamoto, 1st June—Swatow 31st May, General—Osaka Shosoten Kaisha.
KWONGSANG, British str., 1,425, W. T. Richard, 1st June—Swatow 31st May, General—Jardine, Matheson & Co.
LUNOW, British str., 1,234, W. Baddeley, 1st June—Shanghai 29th May, General—Butterfield & Swire.
MACHER, German str., 995, R. Zollner, 31st May—Bangkok 25th May, Rice and Meal—Butterfield & Swire.
MONSIEUR, American str., 3,700, Emery

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.

S.S. "DILWARA," 5,205 tons, Capt. C. J. Swanson, R.N.R., will be despatched to KOREA & MOJI, (Yokohama if sufficient inducement offers) on 5th June, at 4 p.m.

WESTWARD.

S.S. "TORILLA," 5,205 tons, Capt. C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 7th June, at 1 p.m.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
HONGKONG, 31st May, 1913.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

| STEAMERS | TONS | COMFORT. | From HONGKONG calling at |
|-------------------------|--------------------------|----------|------------------------------|
| MONGOLIA | 27,000 tons, twin screws | | SHANGHAI, NAGASAKI, |
| MANCHURIA | 27,000 tons, twin screws | | KOBE (via Island Sea), |
| KOREA | 18,000 tons, twin screws | SAFETY. | YOKOHAMA and HONO- |
| SIBERIA | 18,000 tons, twin screws | | LULU (the Paradise of the |
| Also CHINA 11,000 tons. | | SPEED. | Pacific) through Service via |
| PERIA 9,000 tons. | | | NEW YORK to Europe. |

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £245. For the INTERMEDIATE SERVICE First Class accommodations are provided for £54 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

| STEAMERS | TONS | Starting | TUESDAY | 3rd June, at Noon |
|-----------|--------|----------|---------|----------------------|
| NILE | 11,000 | | TUESDAY | 10th June, at 1 p.m. |
| MONGOLIA | 27,000 | | TUESDAY | 1st July, at 1 p.m. |
| PERIA | 9,000 | | TUESDAY | 8th July, at 1 p.m. |
| KOREA | 18,000 | | TUESDAY | 22nd July, at 1 p.m. |
| SIBERIA | 18,000 | | TUESDAY | 29th July, at 1 p.m. |
| CHINA | 11,000 | | TUESDAY | 5th Aug., at 1 p.m. |
| MANCHURIA | 27,000 | | TUESDAY | 19th Aug., at 1 p.m. |
| NILE | 11,000 | | TUESDAY | 26th Aug., at 1 p.m. |

INTERMEDIATE STEAMERS.
Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

| From HONGKONG. | Arrive Manila. | Leave Manila. | Due Hongkong. |
|---------------------|----------------|-------------------------|---------------|
| 3rd June ... NILE | 5th June | 21st June ... PERIA | 23rd June |
| 1st July ... PERIA | 3rd July | 19th July ... CHINA | 21st July |
| 8th July ... KOREA | 10th July | 27th July ... MANCHURIA | 29th July |
| 29th July ... CHINA | 31st July | 9th Aug. ... NILE | 11th Aug. |
| 19th Aug. ... NILE | 21st Aug. | 17th Aug. ... MONGOLIA | 19th Aug. |

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier).
O. H. RITTER, Acting Agent.
Panama-Pacific International Exposition—San Francisco—1915

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN,

VIA SHANGHAI.

FOR SHANGHAI, KOBE AND (ARMAND BEHC) On 2nd June, at 7 a.m.
YOKOHAMA ... (Capt. ...)

MARSEILLES VIA PORTS ... (MAGELLAN) ... On 3rd June, at 1 p.m.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM HONGKONG

TO

VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.
CARRYING CARCO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to DELA, DELAGUA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

From HONGKONG: 23rd June. Connecting with "KATANGA" 10th July.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to DELA, DELAGUA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

S.S. "DUNERIC" On or about 20th June.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS.

HONGKONG. CANTON. MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

| MONDAY, 2nd JUNE, 1913. | 5 a.m. "HEUNGSHAN" | 5 p.m. "KINSHAN" |
|-------------------------|---------------------|------------------|
| 8 a.m. "KINSHAN" | 10 p.m. "HEUNGSHAN" | |

TUESDAY, 3rd JUNE, 1913.

| 8 a.m. "HEUNGSHAN" | 8 p.m. "HONAM" |
|--------------------|------------------|
| 10 p.m. "FATSHAN" | 5 p.m. "KINSHAN" |

A Telephone service has been recently installed on the Canton Company's steamers. Day steamers Call No. 776; Night steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 2nd JUNE, 1913.

The Company's Steamship

"SUI AN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE INDU-CHINA STEAM NAVIGATION CO., LTD. AND THE

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINPAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO

SCENIC ROUTE

TRANS-PACIFIC

TOYO KISEN KAISHA

TRANS-CONTINENTAL

WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... 22,000 tons.

S.S. CHITO MARU ... 22,000 tons.

S.S. SHINYO MARU ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depot.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LAOY GOODRICH,

GENERAL ORIENTAL AGENT.

75 MAIN STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 2,840 tons, will leave as above on 13th June at 5 p.m.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside cabins. Doctor, Stewards, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID.

S.S. "PERIA," 12,500 tons, will leave as above about 2nd June.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewards, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lugano, Paris, Calais or Boulogne, Class I £28.15, II £21.15.

BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Fribourg, Bern, Grenchen or Boudry, Class I £28.15, II £21.15.

BY SEMMERING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £31.15, II £20.15.

BY TAUBER EXPRESS: Via Munich, Cologne, Hook or Flanking, Class I £27.15, II £21.15.

TO SHANGHAI.

S.S. "KORBER," 9,900 tons, will leave as above on 28th June, at 5 p.m.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.

S.S. "E.F. FERDINAND," 12,500 tons, will leave as above about 22nd June.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & CO., Agents,

Hongkong, 31st May, 1913.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

DESTINATION STEAMERS TONS DATES OF SAILINGS

SHANGHAI, YOKOHAMA, CANTON ... 6,500 ... About 7th June.

KOBE and MOJI ... 6,500 ... About 7th June.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENT | TONS | SAILING DATES |
|--|---------------------------------|--------|-----------------------------------|
| MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE | KAMO MARU Capt. K. Kawara | 16,000 | WEDNESDAY, 4th June, at Daylight |
| PORE, PENANG, COLOMBO, SUEZ and PORT SAID | AKI MARU Capt. Kon | 12,500 | WEDNESDAY, 12th June, at Daylight |
| VICTORIA, B.C., and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | TAMBA MARU Capt. S. Wada | 12,500 | THURSDAY, 3rd June, at 4 p.m. |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE | AWA MARU Capt. R. Shimizu | 12,500 | TUESDAY, 17th June, at 4 p.m. |
| CALCUTTA VIA SINGAPORE, PENANG & RANGOON | NIKO MARU Capt. Yagi | 9,600 | WEDNESDAY, 4th June, at Noon |
| | KUMANO MARU Capt. M. Winkler | 9,300 | WEDNESDAY, 2nd July, at Noon |
| | COLOMBO MARU Capt. Kawashima | 6,000 | SATURDAY, 14th June |
| BOMBAY VIA SINGAPORE, and COLOMBO | BOMBAY MARU Capt. Tanaka | 6,000 | MONDAY, 9th June |
| KOBE and YOKOHAMA | KAGA MARU Capt. Tabusa | 12,500 | THURSDAY, 6th June, at 11 a.m. |
| KOBE and YOKOHAMA | HAKATA MARU Capt. Nomura | 12,500 | MONDAY, 9th June |
| NAGASAKI, KOBE & YOKOHAMA | YAWATA MARU Capt. Sakino | 7,000 | WEDNESDAY, 4th June, at Noon |
| SHANGHAI, MOJI and KOBE | RANGOON MARU Capt. Kamoshita | 12,500 | WEDNESDAY, 4th June |

§ Fitted with New System of Wireless Telegraphy.

† Cargo only

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Commencing from 1st June, ending 30th September, 1913.

| | YOKOHAMA Return | KOBE Return | MOJI Return | NAGASAKI Return |
|-----------|-----------------|-------------|-------------|-----------------|
| 1st Class | \$135 | \$122 | \$108 | \$95 |
| 2nd | \$81 | \$75 | \$65 | \$57 |

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 22 and 1241.

11-12-13

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave to HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due LONDON (London 1 day later) |
|----------|-------------------|---|--|---------------------------------|
| ASSAYE | June 7 | MOREA | July 6 | July 12 |
| ARCADIA | June 21 | MARMORA | July 20 | July 26 |
| DEVANHA | July 5 | MEDINA | Aug. 3 | Aug. 9 |
| CHINA | July 19 | MOLDAVIA | Aug. 17 | Aug. 23 |
| ASSAYE | August 2 | MALOJA | Aug. 31 | Sept. 6 |
| DELTA | August 16 | MONGOLIA | Sept. 14 | Sept. 20 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE, £106.10 RETURN. 2nd SALOON £48.10 SINGLE, £72.10 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

| STEAMERS | Leave HONGKONG About | Due MARSEILLES About | Due LONDON About |
|----------|----------------------|----------------------|------------------|
| SUMATRA | June 11 | July 16 | July 25 |
| NUBIA | June 25 | July 31 | Aug. 10 |
| SUNDA | July 9 | Aug. 15 | Aug. 24 |
| SARDINIA | July 23 | August 29 | Sept. 7 |
| SIMLA | August 6 | Sept. 12 | Sept. 21 |
| NAMUR | August 20 | Sept. 25 | Oct. 4 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON: 1st SALOON £55.10 SINGLE, £82.10 RETURN. 2nd SALOON £38.10 SINGLE, £57.10 RETURN.

All Passenger steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to—

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| PORT | STEAMERS | TO SAIL | REMARKS |
|---|--------------------------------------|-----------------|----------------------------|
| SHANGHAI, MOJI, KOBE, SOCOBATA AND YOKOHAMA | Capt. Hamilton Call | About 4th June | Freight only. |
| SHANGHAI | ARCADIA, Capt. S. Barcham | About 5th June | Freight and Passage. |
| LONDON VIA USUAL PORTS OF CALL | ASSAYE, Capt. G. J. Colwell | Noon, 7th June | See Special Advertisement. |
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES | SUMATRA, Capt. W. R. Le Mare, R.N.E. | About 11th June | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 2nd June, 1913.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|-------------------------|-----------|----------------------|
| MANILA, CEBU AND ILOILO | "LUCHOW" | On 3rd June, 4 P.M. |
| SHANGHAI | "LUCHOW" | On 5th June, 4 P.M. |
| SHANGHAI | "LINAN" | On 7th June, 5 P.M. |
| WENHAIWEI & TIENTSIN | "HUICHOW" | On 14th June, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent cabin accommodation. Amplest Electric Fans fitted; Extra State-rooms of Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Maintain a fast schedule direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 11 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

Hongkong, 2nd June, 1913.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.
NEXT SAILINGS FROM HONGKONG:

OUTWARD.

| | |
|----------------------|------------|
| S.S. GOLDENFELS | 13th June. |
| S.S. O. FERD. LAEISZ | 19th June. |
| S.S. PREUSSEN | 30th June. |
| S.S. SILESIA | 20th July. |
| S.S. BELGRAVIA | 30th July. |

For Further Particulars, apply to—

HOMEWARD.

| | | |
|--|----------------------|------------|
| For HAVRE, ROTTERDAM, HAMBURG & ANTWERP: | S.S. ALESIA | 11th June. |
| For MARSEILLES & HAMBURG: | S.S. SAMBIA | 12th June. |
| For HAVRE, BREMEN & HAMBURG: | S.S. SEGOVIA | 17th June. |
| For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.): | S.S. O. FERD. LAEISZ | 20th June. |
| For MARSEILLES, HAVRE & HAMBURG: | S.S. FURST BUELOW | 29th June. |
| For ROTTERDAM, HAMBURG & ANTWERP: | S.S. BRASILIA | 2nd July. |

HAMBURG-AMERIKA LINIE,
Hongkong Office.**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|------------|----------------------|--------------------------------|
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 3rd June, at 11 A.M. |
| "HAITAN" | Capt. J. S. Roach | FRIDAY, 6th June, at 11 A.M. |
| "HAITANG" | Capt. A. E. Hodgkin | TUESDAY, 10th June, at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

| | | |
|----------|-------------------|---------------------------------|
| "HAIMUN" | Capt. J. W. Evans | WEDNESDAY, 4th June, at 11 A.M. |
|----------|-------------------|---------------------------------|

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 31st May, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

| STEAMSHIP | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| ALDENHAM | On 30th May. | On 7th June, 11 A.M. |
| ST. ALBANS | On 27th June. | On 2nd July, 11 A.M. |
| EASTERN | On 27th June. | On 19th June, 11 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc. They are lighted throughout with Electricity. A State-Rooms have Electric Fans, duly qualified Doctor and Stewards are carried.
For further particulars apply toGIBB, LIVINGSTON & Co.,
AGENTS.**TOYO KISEN KAISHA.**IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.**"SAN FRANCISCO LINE."**

Operating the THREE TRIPLE SCREW TURBINE Steamers:

CHIYO MARU. SHINYO MARU
TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU."

INTERMEDIATE STEAMER

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | CAPTAIN | DATE OF SAILING |
|-------------|-----------------|-------------------------------|
| NIPPON MARU | A. G. Stevens | TUESDAY, 17th June, Noon. |
| TENYO MARU | E. Bent | SATURDAY, 21st June, at Noon. |
| SHINYO MARU | W. C. T. Filmer | SATURDAY, 12th July, at Noon. |
| CHIYO MARU | W. W. Greene | THURSDAY, 7th Aug., at Noon. |

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU on TUESDAY, the 17th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

BUYO MARU, HUNGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER | TONS | DATE OF SAILING |
|---------------|--------|-------------------------------|
| HONGKONG MARU | 11,000 | WEDNESDAY, 4th June, at Noon. |
| KIYO MARU | 17,200 | TUESDAY, 5th Aug., at Noon. |
| BUYO MARU | 10,500 | SATURDAY, 4th Oct., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSHEN KAISHA.REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).**TRANS-PACIFIC LINE.**

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.
FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| STEAMER | CAPTAIN | LEAVING |
|----------------|--------------|---------------------------------|
| "TACOMA MARU" | T. Hamada | THURSDAY, 13th June, at 1 P.M. |
| "PANAMA MARU" | J. Kano | WEDNESDAY, 26th June, at 1 P.M. |
| "SEATTLE MARU" | T. Sato | THURSDAY, 10th July, at 1 P.M. |
| "MEXICO MARU" | N. Kobayashi | WEDNESDAY, 23rd July, at 1 P.M. |
| "CHICAGO MARU" | Goto | THURSDAY, 7th Aug., at 1 P.M. |
| "CANADA MARU" | K. Hori | WEDNESDAY, 20th Aug., at 1 P.M. |

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.
Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG & COLOMBO.

| STEAMER | CAPTAIN | LEAVING |
|---------------|--------------|----------------------------|
| "SAIGON MARU" | T. Yamaguchi | THURSDAY, 26th June, P.M. |
| "INDO MARU" | M. Nemoto | WEDNESDAY, 30th July, P.M. |
| "LUZON MARU" | H. Yamamoto | TUESDAY, 26th Aug., 4 P.M. |

FOR MOJI, KOBE AND YOKKAICHI.

| | | |
|---------------|--------------|-------------------------|
| "INDO MARU" | M. Nemoto | SUNDAY, 22nd June, P.M. |
| "LUZON MARU" | H. Yamamoto | FRIDAY, 18th July, P.M. |
| "SAIGON MARU" | T. Yamaguchi | FRIDAY, 22nd Aug., P.M. |

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

| | | |
|--------------|-------------|--------------------------------|
| "KAIJO MARU" | Y. Yamamoto | WEDNESDAY, 4th June, at 2 P.M. |
|--------------|-------------|--------------------------------|

FOR TAMSUI VIA SWATOW AND AMOY.

| | | |
|---------------|--------------|----------------------------|
| "DAIJIN MARU" | M. Naganu | SUNDAY, 8th June, at Noon. |
| "DAIGI MARU" | S. Tokushige | |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| | | |
|--------------|------------|----------------------------------|
| "SOSHU MARU" | K. Tashiro | WEDNESDAY, 11th June, at 10 A.M. |
|--------------|------------|----------------------------------|

FOR CANTON.

| | | |
|--------------|------------|----------------------------|
| "SOSHU MARU" | K. Tashiro | FRIDAY, 6th June, at Noon. |
|--------------|------------|----------------------------|

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).
For FURTHER INFORMATION, apply to

Z KAMIYA,

MANAGER

Second Floor, No. 1, Queen's Building

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PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|-----------|-------------------------------------|----------------------|
| ZAFIRO | 4000 | McMurray | Manila, Amoy, Cebu, Iloilo and Cebu | On 6th June, 4 P.M. |
| RUBI | 4000 | J. Miller | Manila, Amoy, Cebu, Iloilo and Cebu | On 16th June, 4 P.M. |

For Freight or Passage, apply to
SHEWAN, TOMES & Co., General Managers,
HONGKONG, 30th May, 1913.**THE TAIKOO DOCK YARD**

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 58' by 31' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-12 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212.

Telegraphic Address:—"TAIKOO DOCK" 1449

JAVA-CHINA JAPAN LIJNREGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|----------|----------------------|----------------|----------------------|
| TJIMAHU | JAPAN | Second half of May. | JAVA | Second half of May. |
| TJIMANOEK | JAPAN | Second half of May. | JAVA | Second half of May. |
| TJITAROEK | JAVA | First half of June. | JAPAN | First half of June. |
| TJIPANAS | SHANGHAI | First half of June. | JAVA | First half of June. |
| TJIKINT | JAVA | First half of June. | JAPAN | First half of June. |
| TJILIWONG | JAVA | First half of June. | SHANGHAI | Second half of June. |
| TJILATJAP | JAVA | Second half of June. | JAPAN | Second half of June. |
| TJIBODAS | JAVA | First half of July. | SHANGHAI | First half of July. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 24th May, 1913.

Telephone No. 375.

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NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|---|-----------------------------------|--------|----------------------------------|
| NAPLES, GENOA, ALGIERS, GIBALTAR, SOUTHAMPTON, ANTWERP and BREMEN | "GOEBEN," Capt. A. ARLBORN | 17,200 | Wednesday, 11th June, at 10 A.M. |
| SHANGHAI, NAGASAKI, KOBE and YOKOHAMA | "DERFFLINGER," Capt. F. PROSSER | 17,000 | About Wednesday, 11th June. |
| MANILA, YAP, MARONN, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ WALDEMAR," Capt. H. BREMER | 6,100 | Saturday, 14th June, at 9 A.M. |
| KOBE and YOKOHAMA | "COLENZ," Capt. L. KLEGGIST | 6,750 | About Tuesday, 14th June. |
| KUDAT and SANDAKAN | "BORNEO," Capt. F. SEMBELL | 5,000 | End of June. |

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars apply to

NORDDEUTSCHER LLOYD,

MELOHRS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 30th May 1913.

PASSENGERS.

Per *Carl Diederichsen*, from Hoihow, Mr. Newton and family.

Per *Diluvra*, from Singapore, Messrs. D. Miller and J. C. Ayling.

Per *Haiching*, from Swatow, Mr. and Mrs. W. H. D. Turner, Mr. E. Echen, Mrs. L. Montilano, Masters I. and A. Montilano and Mr. Macklehan.

Per *Armand Behic*, for Hongkong, from Marseilles, Mr. and Mrs. Garcia and 3 children; from Colombo, Mr. F. M. Dixon; from Singapore, Mr. M. A. dos Remedios, Mr. M. P. Knight, Mr. Rochiram, from Saigon, Mr. P. A. Pestonji.

Per *Sanda*, from London for Hongkong, Mr. and Mrs. W. H. Prowse, child and infant Capt. E. T. Dobbin, Messrs. J. Moran and W. H. Sheppard, for Shanghai, Capt. H. G. Fowler and Mr. A. Barlow; from Marseilles for Yokohama, Mrs. Fradley; from Brindisi for Yokohama, Mr. H. A. Jones.

Per *Mongolia*, for Hongkong, Mr. O. P. P. Allen, Mr. H. G. Badger, Mr. D. G. Banks, Mr. C. A. Balkmap, Mr. F. A. Blankenhorn, Mr. J. R. Boyd, Mr. E. A. Briles, Mr. J. R. Bryant, Mr. and Mrs. Campbell, Mr. S. B. Chesnut, Mr. P. Dilly, Miss C. Dougherty, Miss J. L. Durhan, Mr. and Mrs. E. T. Eddingfield, Mr. W. S. Edwards, Mr. J. W. Evans, Mr. and Mrs. A. G. Fenbui, Miss D. Fensler, Mr. C. F. Fraker, Mr. A. H. Friedman, Mr. R. S. Frush, Mr. F. L. George, Mr. W. W. Gierhart, Mr. P. F. L. Gleiter, Mr. F. M. Goodale, Mrs. C. M. Graham, Mr. E. S. Green, Mr. W. C. Grimes, Mr. J. A. Hagan, Mr. C. Hallam, Mr. G. F. Hynes, Mr. and Mrs. Howard, Mr. N. Hynes, Mr. and Mrs. C. James, Miss G. James, Miss B. James, Mr. W. Jarvis, Mr. C. M. John, Mr. J. O. Johnson, Mr. O. Johnson, Mr. F. O. Johnson, Mr. H. E. Jones, Mr. S. O. Kelleher, Mr. E. C. Kirkendall, Mr. A. G. Klamm, Mrs. E. V. Kruttschnitt, Mr. A. E. Lagermann, Mr. J. F. Lawrence, Mr. H. I. Lehman, Mr. W. H. Leisch, Mr. J. W. Light, Mr. W. R. Lynch, Mr. C. O. Mayne, Mr. N. McQuinn, Mr. A. W. Miller, Mr. R. Moon, Jr., Mr. F. Moody, Mr. P. J. Morgan, Mr. P. R. Murphy, Mr. F. B. Mahoney, Mr. F. D. Meyers, Mr. J. A. Noon, Rev. and Mrs. L. Ochsli, Miss E. Ochsli, Mr. S. F. Palmer, Mr. J. S. Pettit, Mr. H. L. Pinkerton, Miss H. Porteous, Mr. D. E. Pugh, Mr. D. H. Reany, Dr. C. Richter, Mr. A. D. Riley, Mr. G. O. Ringier, Mr. G. E. Ritchey, Mr. T. L. Roth, Mr. A. P. Rubrecht, Miss E. Salazar, Mr. S. G. Sayre, Mr. S. Schwartz, Mr. H. C. Smith, Mr. G. E. Smith, Mr. G. J. Smith, Miss E. A. Stewart, Mr. C. H. Storms, Mr. O. Z. Stout, Mr. G. S. Swenson, Mr. S. R. Thompson, Mr. P. D. Thompson, Mr. C. W. Thompson, Mr. L. B. Walker, Mr. C. L. Ward, Mr. E. C. Weakley, Mr. J. B. Wesley, Mr. R. H. Whitney, Mr. B. H. Williams, Mr. A. D. Wise, Mr. C. C. Wittwer, from Yokohama, Mr. and Mrs. O. S. Ellis, Mrs. and Mrs. P. C. Field, Mr. O. E. McBride, Capt. and Mrs. T. S. Powers, Capt. and Mrs. B. Buryear, from Kobe, Mr. A. Melton, Mr. and Mrs. W. E. Tucker, from Nagasaki, Mr. A. de Lajudre, from Shanghai, Mr. W. S. Chow, Mr. A. Chomat, Mr. and Mrs. H. Figueirado, infant and servant, Father G. Cox, Mr. F. P. de Munier, Mr. Juan Menearini, Miss M. Matchett and Miss J. L. Moore.

DEPARTED.

Per *Haiching*, for Swatow, Dr. Brothers, for Amoy, Mr. and Mrs. W. D. Warner, Mr. Skidmore, for Fochow, Mr. W. Stugoda.

